RY'S
LATES.
JUST RECEIVED.
LANE, CRAWFORD & CO.

The China Mail.

ESTABLISHED 1845

October 1, 1919, Temperature 76. Rainfall 2.49 inch. Humidity 95. October 1, 1918, Temperature 72.

No. 17,762. 英曆千九百十九年十月一號 禮拜三 HONGKONG, WEDNESDAY, OCTOBER 1, 1919. 中華民國八年八月初八日 PRICE $3.00 Per Month.

BUSINESS NOTICES

W. S. BAILEY & CO., LTD.
ENGINEERS and SHIPBUILDERS.
HOK UN—KOWLOON.
Marine and Land Engineers, Boilermakers, Founders, Motor Boat Builders.
HARBOUR REPAIRS. CALL FLAG "L".
SOLE AGENTS FOR "KELVIN MOTORS".
TELEPHONES:—Works K.21; Manager K.329; Harbour Engineer K.120; Works Supt. K.410.
TELEGRAMS:—"SENBOURNE."

DRAGON MOTOR CAR CO.
SOLE DISTRIBUTORS FOR THE FAMOUS
CHANDLER HUDSON AND OVERLAND MOTOR CARS

SILENT GRAY HARLEY DAVIDSON MOTOR CYCLES
TELEPHONE 482.
INSPECTION INVITED.
BEST CARS IN THE COLONY FOR HIRE.

BY APPOINTMENT.
WATSON'S DRY GINGER-ALE.
FRAGRANT, AROMATIC, DRY.
Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.
Pints $1.25 Per Dozen.
Splits 75 Cts. " "
TRADE MARK
A. S. WATSON & CO., LTD.,
AERATED WATER MANUFACTURERS.
TEL. 436.

We Suggest: BRINSMEAD CHAPPELL, ESTEY CHALLEN
For Supreme Tone and Quality.
RØBINSON'S

THE HONGKONG ROPE MANUFACTURING Co., Ld.
Established 1883
MANUFACTURERS OF
PURE Manila ROPE
STRAND 1" to 15" CIRCUMFERENCE. CABLE LAID 5" to 15" CIRCUMFERENCE. 4 STRAND 3" to 10" CIRCUMFERENCE
Oil Drilling Cables of any size up to 3,000 feet in length
Prices, samples and full particulars will be forwarded on application.
Shewan, Tomes & Co. General Managers

TAILORS Diss Bros TAILORS TAILORS
ALEXANDRA BUILDING, HONGKONG. TEL. No. 2843.

ONNELLY & WHY
WINE MERCHANTS.
TEL. No. 636.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

THE RAILWAY STRIKE.

AMERICAN SHIPS AVOID ENGLISH PORTS.

WASHINGTON, September 29.

The shipping board has cancelled all sailings to British ports owing to the British railway strike.

The shipping board's cancellation of sailings is stated to be due to a desire to avoid congestion and bunkering difficulties and to be in line with action likely to be taken by British owners.

PLENTY OF VOLUNTEERS.

An official notice says traffic conditions are unchanged. More trains are running and an extraordinarily large number of volunteers are coming forward.

TRANSPORT WORKERS HESITATE TO SUPPORT STRIKERS.

LONDON, September 29.

A meeting of the executive of the Transport Workers' Federation to-night decided to postpone its decision until to-morrow. A considerable strong difference of opinion obtains as regards supporting the railway strike.

IF THIS IS TRUE, THERE'S LITTLE IN IT, AND ALARMIST NEWS WAS NOT JUSTIFIED.

LONDON, Sept. 29.

Trains are now running on nearly every railway. It is stated that 75 per cent. of the Brighton company's drivers and firemen have offered to return to work. An official states that the Great Western service is almost normal. Many up-river residents are travelling to and from the city by river. The London Electricians' Union has decided to take no action at present.

MORE HOPEFUL SIGNS.

LONDON, Sept. 29.

The position with regard to the underground railways is much more hopeful. The power station at Chelsea is fully manned by volunteers and trial trips are being run on the district railway and Hampstead tube. The renewal of power also enables the restarting of the Surrey trams, considerably relieving the positions of southern London. Troops are being transported to important centres by destroyers, which are also conveying some of the mails. A sympathetic strike by the supporters of Billingsgate has ended. Plentiful supplies of fish are arriving. Despite these promising signs, Mr. Bromley, the Drivers and Firemen's Union secretary, asserts that the struggle will be most long and severe.

SITUATION APPARENTLY WELL IN HAND.

LONDON, Sept. 30.

There was an unexpectedly great improvement in the railway services throughout the kingdom yesterday. More extended running is foreshadowed to-day. The re-opening of some of the London tubes owing to the manager of the electric power station getting 50 men [illegible] largely relieve the congestion of traffic which was encountered yesterday owing to people having to resort to road vehicles.

The milk distribution scheme, it is officially stated, is working satisfactorily. Road transport is improving in both London and the provinces. The organisation at Hyde Park is running smoothly. All supplies landed there up to six o'clock yesterday night have been redistributed. Flour and bread stocks are well distributed. Arrangements for the distribution of refrigerated and fresh meat are working well. The commissioner of police has issued an appeal to all citizens under forty to enrol as special constables. Special magistrates attend at all police stations to-day for the swearing in of volunteers.

Two flyingboats left Southampton for Havre in the afternoon with passengers and mails. No boats are yet sailing from the docks, and food is rotting in the sheds.

REPORTED CRIMES AND DISORDERS.

LONDON, Sept. 29.

Two attempts to wreck the London and Brighton trains by boulders placed on the line are reported. The military now guard the line. Strikers in Scotland held up two trains. One fireman was injured.

RUMOURS.

LONDON, Sept. 30.

After a meeting of the transport executive on Sept. 29 lasting 14½ hours, the bus, tram and taximen visited the headquarters of the National Union of Railwaymen and consulted the executive, whereafter the men decided to abide by their decision and await to-morrow's full meeting. It is stated that Mr. Thomas urged the bus and tramworkers to suspend action. Their services are apparently assured until Tuesday.

ITALIAN PARLIAMENT

ELECTIONS ON NOVEMBER 16.

ROME, September 29.

The Italian Chamber has dissolved. Elections are fixed for November 16 and parliament meets again on December 1.

BOLSHEVIST NEWS.

LONDON, Sept.

From Omsk General Koltchak has instructed the Premier to convoke as soon as possible the formalities convoking the national congress.

It is stated from Polish sources that a Russian Bolshevist government has agreed with the Germans to organise a revolution in Poland. The famous agitator Radek Sobelson has gone to Russia from Berlin for this purpose.

PROPOSAL TO BLOCKADE BOLSHEVIST RUSSIA.

PARIS, September 29.

The drafting committee has presented new proposals to the council regarding the peaceful blockade of Bolshevist Russia mentioned on Sept. 26. The American delegates maintained their objections.

LORD MAYOR AND LIVERYMEN.

WANT PARLIAMENT TO REASSEMBLE.

LONDON, Sept.

Sir Edward Cooper the Lord Mayor of London elect was [illegible] of livery [illegible] which pledged itself to support the government in the immediate reassembly of Parliament.

AMERICAN STEEL ST[illegible]

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

THE RAILWAY STRIKE.

London, September 29th.

The question of petrol is of paramount importance at present, when practically the entire transport is dependent on motors and aeroplanes.

It has been ascertained that there are 4,000,000 motor cars in the country to-day, which can run for three weeks, and it is considered that there is no cause for immediate anxiety regarding either petrol or coal supplies.

An emergency scheme was completed by the Ministry of Food some months ago, when an industrial strike threatened. Nothing remarkable occurred on Saturday, but to-day's [illegible]

The strike, which lasts, is bound to have very serious effect in the Midland and Northern industrial districts, where many are dependent on a daily renewals of necessities, apart from coal. Many works and collieries have already closed down. One hundred thousand miners in South Wales had to stop owing to lack of transport to remove coal from the pitheads.

THE CHOICE BEFORE CHINA.

Under the above headline a correspondent writing in the *Westminster Gazette* says that no other country is bound in the near future to have such a great influence on the destiny of the human race as China. He goes on to say:—

The dream of a senile Far East was shattered by the Japanese, but the lessons of the Russo-Japanese War and the quiet failure of the Boxer rising were keenly taken to heart by China, and over the vast territories of the Celestial Empire rose a burning desire for Western learning and Western methods. The gods of her ancestors had lost in battle the gods of the Westerners, and the Westerners had [illegible] she must pay homage to the gods of the wild beyond [illegible] ed over the question of Korea, [illegible] during the Russo-Japanese War, China only felt a necessity for greater effort and a more perfect adaptation to Western standards in order to cope with the aggressive superciliousness of her younger sister. Undoubtedly the contempt was becoming tinged with hostility, owing to her continued reverses. More and more [illegible] was turning to the Western Powers as her helpmates, if not as her protectors, against the aggressive mood of Japan during the period of her reconstruction. This was the attitude of China during the war, but she was to have a rude awakening. The position of the European, especially the Allied Powers, was, however, difficult. The friendship and the active help of Japan in the Pacific were absolutely essential to them. Nor could Great Britain, who realised the importance of a strong navy to an island empire, deny to Japan the exploitation of the iron and coal mines without which Japan could not construct a modern fleet. Their attitude towards China was one of sympathy, with a continued expression of pious hopes that Japan would not misuse her advantage. No word of warning, however, dare be spoken against the strong ally in the Pacific. China was rapidly drifting towards the cross-roads, and the choice before her to-day is clear.

She can continue as she has done hitherto in a state of semi-civilisation at the mercy of foreign Imperialists with their hunger for concessions and spheres of influence. She may continue to furnish villains for foreign fiction and cooks for foreign exploiters, or she may grasp the glittering standard that Japan holds out before her. Unaided she is incapable, in present circumstances, of being a great or a self-respecting Power, and the only Power than can help her is Japan, and that at a price. China by herself can get no active sympathy from the world which has not yet ceased praying to the Lord God of big battalions. Why should she not harness herself to the chariot of Japan

BUSINESS NOTICES

J. T. SHAW.
TAILOR, HABITMAKER AND OUTFITTER.
21, HONGKONG HOTEL BUILDING.
HONGKONG.

YOU WILL GET SATISFACTION USE A CONKLIN SELF FILLING PEN.
WE HAVE NIBS TO SUIT YOUR HAND.
BREWER & CO.
23 Queen's Road C. P.O. Box 17. Tel. 696.

TOILET BRUSHES.
We have recently received a full and varied assortment of the above, including Ladies and Gentlemen's Hair Brushes, Clothes, Brushes, Nail Brushes, Military Cases, also Combs, Puff Boxes, Mirrors, Manicure requisites, etc. etc.
INSPECTION INVITED.
THE PHARMACY, 22, Queen's Road Central. Tel. 344.

FAIRALL & C
HAVE RECEIVED [illegible]
COSTUME[illegible]
LONG WINTE[illegible]
WOOLEN & SILK
TEL. 644. TEL. 644.

DIAMONDS,
JEWELLERY,
SILVERWARE,
CUT GLASS,
QUALITY.—VARIETY.—PERFECTION.
J. ULLMANN & CO.
QUEEN'S ROAD CENTRAL (CORNER TOWER STREET).

CALDBECK, MACGREGOR & CO.
15 Queen's Road Central (Tel. 75.)
SOLE AGENTS FOR
BOORD'S GINS (Dry & Old Tom).

THE
HANDLEY PAGE
[illegible] BIPLANES

G. P. LAMMERT.

AUCTIONEER, APPRAISER AND SURVEYOR.

—Public Auctions—

THE Undersigned has received instructions to sell by Public Auction,

on

THURSDAY, October 2, 1919,

commencing at 11 a.m.

At No. 31 Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

34 coils Galvanized Wire Gauge 18, each 1 picul
34 coils Galvanized Wire Gauge 19, each 1 picul
34 coils Galvanized Wire Gauge 20, each 1 picul
34 coils Galvanized Wire Gauge 21, each 1 picul
34 coils Galvanized Wire Gauge 23, each 1 picul

at Godown L

265 pieces Mild Steel Angles 2" x 2" x 5/16" x 20'/23'

at Godown E

149 pieces Mild Steel Angles 2½" x 2½" x 5/16" x 18'
189 pieces Mild Steel Angles 2½" x 2½" x 5/16" x 20'
59 pieces Mild Steel Angles 2½" x 2½" x 5/16" x 22'
59 pieces Mild Steel Angles 2½" x 2½" x 5/16" x 23'

Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, September 27, 1919.

on

SATURDAY, October 4, 1919,

commencing at 10.30 a.m.

at No. 1 Saifee Terrace, (Top Floor), Kowloon.

A Quantity of Valuable Household Furniture,

comprising:—

Teak Sideboard, dinner waggon, dining table and chairs, Ice chest, Filter, Iron bedstead, Teak wardrobe with bevelled mirror, Dressing table, Sewing machine, Japanese screen, Pictures, Electric lamp, fan and fittings,

etc., etc., etc.

On view day of sale.

Catalogues will be issued.

Terms: Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, September 29, 1919.

...RES FOR PUBLIC ... VEHICLES.

...CHAIRS.

...70 cents.
...20 "
...25 "

...ria,
...id 6
...ssed

...Bearers.

Three hours,	$0.60 cents.
Six hours,	$1.00
Day (6 a.m. to 6 p.m.),	1.50

III.—In the Hill District.

	With 2 Bearers	*With 4 Bearers.*
Quarter hour,	$0.15	$0.20
Half hour,	0.20	0.40
One hour,	0.30	0.60
Two hours,	0.50	0.80
Three hours,	0.70	1.00
Six hours,	1.00	1.50
Day (6 a.m. to 6 p.m.)	1.50	2.00

RICKSHAS.

I.—In the Island of Hongkong, if engaged in Victoria.

Ten minutes,	5 cents
Quarter hour,	10 "
Half hour,	15 "
One hour,	20 "
Every Subsequent hour	20 "

Note.—If the rickshas be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m., or be discharged to the East of Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

II.—In Kowloon.

Quarter hour,	5 cents.
Half hour,	15 "
Hour,	20 "
Every subsequent hour,	10 "

III.—Taipo Road.

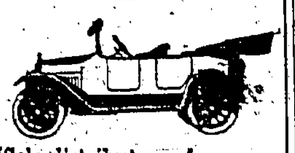
Twenty cents shall be added for each extra hour or part of an hour if the hirer causes the journey to take longer than:—

To 4th mile—
single 75 cents....1 hour.
return..... $1.00.....2 hour.

Beyond 4th to 8th mile—
single
retu...

INTIMATIONS

METEOR GARAGE



Sole distributors of

MAXWELL CARS.

Automobiles for Hire and for Sale at reasonable Prices.

'Phone 2500.

65 Des Voeux Road Central.

JUST RECEIVED

from AUSTRALIA a large shipment of LACTOGEN, UNSWEETENED CONDENSED MILK, STERILIZED NATURAL MILK, MALTED MILK and SWEETENED COCOA and MILK, sold at very reasonable prices owing to the present high rate of Exchange, especially for Retailers.



SHIU FUNG TAI & CO.,

Sole Agents for Hongkong and South China.
Nos. 47 & 48, Connaught Road Central, Hongkong.
Telephone Nos. 1239 & 2230.

DAIRY FARM NEWS.

FRESH MILK.

The value of pure fresh milk as a perfect diet cannot be overestimated.

Without fresh milk children cannot thrive.

The purity and quality of our milk is guaranteed.

Beware of adulterated and impure milk.

ICHTHEMIC GUANO,

A REALLY GOOD MANURE FOR

FLOWER & VEGETABLE

OF ALL KINDS,

AT 75 CENTS PER PACKET.

GRACA & CO.,

DEALERS IN FLOWER & VEGETABLE SEEDS, TOYS, POSTAGE STAMPS, POSTCARDS, &c.

No. 10, Wyndham Street,

P. O. Box 620. Hongkong.

JAPANESE MAKERS.

Every kind of Footwear

MADE TO ORDER



CHERRY & CO.,

PEDDER STREET,
Opposite Hongkong Hotel,

Telephone No. 491.

Hongkong, March 20, 1914.

MUMEYA.

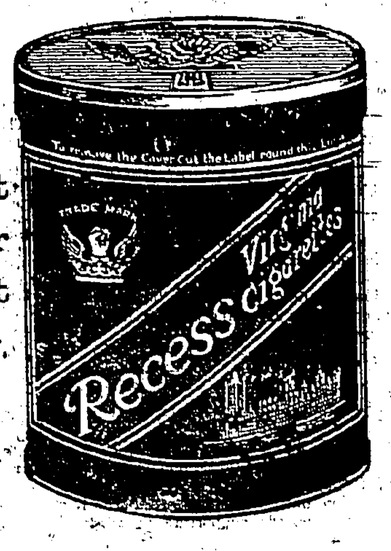
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All kinds of Photographic Work done in latest styles at...

RECESS No. 44.

VIRGINIAN CIGARETTES

"Recess" is not only superior in Size—but also in Quality.



Packed in Air-Tight Tins of 50 Cigarettes.

Manufactured by

Westminster Tobacco Co. Ltd. London

THIS ADVERTISEMENT IS ISSUED BY WESTMINSTER TOBACCO CO., LTD.

LINER BURNED AT SEA.

Cables from the Guinea coast report the burning, without hope of salvage, of the 3,800-ton Elder Dempster Line "Nemba."

The passengers and crew are safe.

A Lloyd's cablegram from Accra says briefly: "Steamer 'Nemba,' burning, abandoned. Impossible to save ship. All crew and passengers saved."

"Nemba" was running coastwise from port to port in West African waters. Her passengers would naturally be ... mostly, natives.

CLERGYMAN CENSURED.

The Rev. H. P. Mather-Smith, formerly principal of a school at Bexhill, was censured by Judge Mackarness, to whom he applied recently for his discharge from bankruptcy.

His honour characterised some of his conduct not merely as extravagance and recklessness, but dishonest.

Debtor appeared in court in an officer's uniform, and it was stated that since 1914 he had been employed by the War Office in charge of intelligence work.

He had also acted as a musketry instructor, and had received high testimonials from his commanding officers.

It was reported that he had got into moneylenders' hands, and had borrowed from the father of a pupil, without disclosing his position.

Judge: He is a gentleman who gets his living by preaching to other people that they should be honest.

Mr. Morgan (for debtor): Gentlemen in that position are often children in matters of business.

Judge: Then the sooner he gives up his pulpit the better.

Mr. Morgan suggested that debtor was trapped when he was put into a country parish on £170 a year.

Judge: I do not see that it is a trap when a man can see it and walks into it deliberately.

Mr. Morgan: Another trap was set for him.

Judge: Who are these diabolical people?

Mr. Morgan said moneylenders ... clergymen, be-

POLICE RAID MANSION.

A force of 200 military and police surrounded the mansion and grounds of Shorecliffe House, in the seaside village of Glandore, county Cork, and took Sinn Feiners were arrested.

The ... of cutlasses, ... were secured, and a quantity of arms and ammunition and Sinn Fein volunteer equipment" was seized. The Sinn Fein flag, which was flying from the mansion, was taken down and replaced by the Union Jack.

The prisoners refused to recognise the Court, and one of them smoked a cigarette during the proceedings. They were remanded in custody.

ALL ABOUT TARTAN.

Mr. Forster's explanation in the House of Commons that tartan cloth does not mean cloth of a tartan pattern, but is a trade term signifying a particular make, was confirmed by a wholesale merchant recently.

"There are two kinds of tartan, he said, the drab serge mixture generally used for 'Tommy's' trousers and the tartan blue which is employed in the making of naval clothing."

Mr. Forster declared that the trousers he was wearing—described as of "neat dark-striped material and fashionable cut"—were made of this tartan cloth.

"If any ordinary man had said this," remarked the merchant, "I should have said he was not speaking the truth. It may be, of course, that Mr. Forster has obtained some tartan cloth and had it dyed to suit his own particular requirements, but it doesn't seem very likely. I have never heard a striped worsted trousering cloth described as tartan."

L... AIR TRAVEL.

Most of the aeroplanes constructed since the signing of the armistice have borne distinct traces of war influence, but the newest and most luxurious machine turned out has been designed solely for commercial and pleasure purposes, and has just been thoroughly tested at the London Aerodrome.

The machine has been produced by the Grahame-White Company, and is known as the Grahame-White Rolls-Royce Aero Limousine.

Upholstered in art grey, it has a comfortable limousine body, capable ... ing four or six passengers, who ... clear view forward and down- ... cabin is provided ... tube, enabling the ... converse with the ... tically heat- ... avel—in- ... been

PUBLICANS' COMPENSATION.

Mr. Chamberlain, in an answer published in *Debates*, says that the total amount of compensation paid to liquor licence holders from the beginning of control in 1914 to the end of last year is £6,218,380.

Relief has been given both on the grounds of the restriction of hours of sale and the restriction of supplies. It was heaviest in 1917-18, when £2,736,143 was paid.

PREMIER AND M.P.

As Mr. Lloyd George was driving with his private secretary to the House of Commons recently he passed in Downing-street Mr. Havelock Wilson, M.P., who was making for the House and was moving slowly and painfully with the aid of a crutch and a stick, rendered necessary by an acute attack of rheumatism.

The Premier stopped the car and offered Mr. Wilson a lift. The offer was gratefully accepted, and a small crowd, who watched while the member was lifted bodily into the car, cheered in token of its appreciation of the kindness of the Prime Minister.

GUN THAT CANNOT JAMB.

A new machine-gun which, it is claimed, cannot jamb, was demonstrated at Bisley recently before experts from the War Office.

The inventor, Col. Farquhar, states that the gun, which has been named the Beardmore-Farquhar gun, is the lightest made and is the cheapest to manufacture. It can be used without oil and is, therefore, not liable to go out of action through freezing. The weight of the gun, complete with mounting, is 164lb.

It was demonstrated that the gun is capable of firing at a rate of 480 rounds per minute and that it has no "kick."

HOW HEAT SHORTENS SPEECH.

It seems to be a common fate of our Commons to sit "late and early" in the hottest weather. Yet among mortals of commoner speech than M.P.'s the heat tends to contract oratory. The dog days are the days of the monosyllabic greeting. Some such gems of brevity withstand all weathers. The countryman's "How do" or "How be?" is outclassed by the London printing trade's "Good" or "Good, George"—omitting the night and the morning.

One may travel far before finding a better specimen of business brevity than the Manchester (or Liverpool) ... and the

NOTICES.

G. FALCONER & CO.,

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

THE HING WAH PASTE MFG. CO., LD.

HEAD OFFICE: Nos. 47 and 48, Connaught Road Central, Hongkong. Tel. No. 1239 & 2230.



TRADE MARK.

We have now a large stock of fresh and superior Macaroni, Paste Stars, Egg-noodles, Vermicelli and all kinds of Soup stuffs, all produced from Flour of Best Quality, sold at very reasonable prices.

Large quantities have been exported to various important cities in the World.

Terms moderate, especially for Agencies. Orders executed promptly.

Inspection and Enquiries are cordially solicited.

HOTELS AND CAFES.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,
HOTEL MANSIONS,
THE REPULSE BAY HOTEL,

(To be opened 1st January, 1920.)

J. H. TAGGART,
Manager.

THE PEAK HOTEL.

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
Mrs. BLAIR.

KING EDWARD HOTEL

CENTRAL LOCATION

ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting throughout. European Baths and Sanitary Fittings, Hot and Cold Water System throughout. Best of Food and Service.

Telephone 373. Telegraphic Address:—'VICTORIA.'

J. WITCHELL, *Manager.*

PALACE HOTEL

KOWLOON.

(Two minutes from Star Ferry).

Recently renovated and refurnished, electric light and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to families on application to

Telephone K. 3. Telegraphic Add.: "PALACE."

J. H. OXBERRY, Proprietor.

CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE HOUSE STREET.

Under American Management. Nice and quiet yet only a few minutes walk from the Banks and Central District. 45 Bedrooms, Excellent Cuisine, scrupulously clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress. Launches meet Passenger Boats.

Telegraphic Address "CARLTON." Mrs. F. E. CAMERON.

THE ALEXANDRA CAFE

(OPEN TILL MIDNIGHT.)

Noted for:—

THE BEST TIFFINS AND DINNERS.
FILLET HADDOCKS.
ICES AND ICED DRINKS.
CAKES AND PASTRIES.

Dinner and Picnic Parties catered for.

A European Café under European Supervision.

Tel. 909. Tel. 909.

BLUE BIRD

ICE CREAM PARLOUR AND CONFECTIONERS



CHOCOLATES

Plain Sweet Vanilla Chocolates 40 cts. ½ lb.
Home-Made Assorted Chocolates $1.60 per lb.
Hersley's Nestle's and Borden Chocolates
California "Star" Chocolates 25 cts. per ½lb.
American Chocolates $1.60 per lb.

COCOA

Imperial Cocoa... 40 cts per ½ lb.
Ghirardelli Breakfast Cocoa... 80 cts. per ½

TANG YUK, DENTIST, Successor to the late SHEN TING, D'AGUILAR STREET. VERY MODERATE ... fication fee.

FRENCH LESSON... G. MOUSSION, 15, Morrison Hill...

Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT

General Auctioneers Share, Coal and General Produce Brokers and Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Codes used
Bentley's
A. B. C. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"MERIDIAN" HONGKONG.

PUBLIC AUCTIONS

INTIMATIONS

G. R.

NOTICE.

IT IS HEREBY NOTIFIED that on and after the 1st October, 1919, RICKSHAS will run on Caine Road and Bonham Road. Stands will be at the following places:—

1. University.
2. Junction of Bonham Road and Centre Street.
3. Nethersole Hospital.
4. Junction of Caine Road and Old Bailey.
5. At top of Glenealy.

CAPTAIN SUPERINTENDENT OF POLICE.

Hongkong, September 26, 1919.

S.S. "WAR PUFFIN."

THE Undersigned invite tenders, in writing, for the purchase of this vessel which is ashore at Longstone Reef, near the mouth of the Moulmein River—Amherst—Burma. The Vessel is in a favourable position for ship breaking operations. A copy of the Surveyor's report can be seen at the office of, and full particulars and terms obtained from

GILMAN & CO., LTD.,
Lloyd's Agents.

Hongkong, September 16, 1919.

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on SATURDAY 11th day of October 1919, at 12.30 o'clock in the afternoon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1919.

THE TRANSFER BOOKS of the Company will be CLOSED from 1st to 11th October 1919, both days inclusive.

By Order,
M. MANUK,
Secretary.

Hongkong, September 22, 1919

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of Humphreys Estate & Finance Company, Limited, will be held at the HONGKONG HOTEL, on the 10th day of October, 1919, at NOON, when the subjoined resolution, which was passed at the Extraordinary General Meeting of the Company held on the 24th day of September, 1919, will be submitted for confirmation as a Special Resolution.

"That the New Articles already "approved by this meeting and for "the purpose of identification sub- "scribed by the Chairman thereof be "and the same are hereby adopted "as the Articles of the Company to "the exclusion of and in substitution "for all the Articles thereof."

Hongkong dated the 26th day of September, 1919.

By Order of the Board,
G. RAPP,
Secretary.

Hongkong, September 26, 1919.

G. R.

NOTICE.

ALL PERSONS with the exception of persons of Chinese race wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION of PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non compliance is a fine not exceeding $50.

E. D. C. WOLFE,
Captain Superintendent of Police.

Hongkong, September 22, 1919.

NOTICES.

LA FAVORITE.

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GOLF KITS & DRESSES
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SEPTEMBER 23rd 1919.

Butcher Meat.

	Cts.
Beef Sirloin,—Mei Lung Pa ... lb.	20
" Prime Cut "	20
" Corned,—Ham Ngau Yuk. "	22
" Roast,—Shiu " "	20
" Breast,—Ngau Nam "	18
" Soup,—Tong Yuk "	16
" Steak,—Ngau Yuk Pa ... "	20
" Steak Sirloin,—Ngau Lan "	28
" Sausages.—Ngau Cheung "	26
Bullock's Brains,—Ngau No per set	10
" Tongue, fresh,—Ngau Li each	50
" Tongue, corned,—Ham Ngau Li each	60 cents.
" Head,—Ngau Tau.. each	1.00
" Heart,—Ngau Sam... lb.	12
" Hump, Salt—Ngau Kin "	17
" Feet,—Ngau Kauk...each	10
" Kidneys,—Ngau Yiu "	10
" Tail,—Ngau Mei ... "	18
" Liver,—Ngau Kon... lb.	10
" Tripe (undressed), Ngau To lb.	7
Calves' Head and Feet,—Ngau-tsai-tau-keuk set	$1.10
Mutton Chop,—Yeung Pei Kwat lb.	30
" Leg,—Yeung Pei "	30
" Shoulder,—Yeung Shau "	26
" Saddle,—Yeung On Yuk "	30
Pig's Chitlings,—Chu Chong "	25
" Brains,—Chu No per set	2.
" Feet,—Chu Keuk lb.	12
" Fry,—Chu Chap "	15
" Head,—Chu Tau "	14
" Heart,—Chu Sam each	9
" Kidneys,—Chu Yiu... ... each.	8
" Liver,—Chu Kon lb.	28
Pork Chop,—Chu Pai Kwat ... "	24
" Leg,—Chu Pei... "	28
" Loin,—Chu Hau Tun ... "	28
" Fat or Lard,—Chu Yau... "	22
Sheep's Head and Feet,—Yeung Tau Keuk... set	60
" Heart,—Yeung Sam ... each	8
" Kidneys,—Yeung Yiu each	12
" Liver,—Yeung Kon ... lb.	30
Sucking Pigs, to order,—Chu Tsai "	24
Suet, Beef,—Shang Ngau Yau ... "	20
" Mutton,—Shang Yeung Yau "	30
Veal,—Ngau Tsai Yuk... "	20
Sausages,—Ngau Tsai Cheung No. 1 ... lb.	20

Fish.

	Cts.
Barbel,—Ka Yu... lb.	24
Bream,—Pin Yu... "	20
Canton Fresh Water Fish,—Hoi Sin Yu "	22
Carp,—Li Yu "	24
Catfish,—Chik Yu "	15
Codfish,—Mun Yu "	22
Crabs,—Hai... "	30
Cuttle Fish,—Muk Yu "	15
Dab,—Sha Mang Yu "	16
Dace,—Wong Mei Lap "	16
Dog Fish,—Tit To Sha "	10
Eels, Conger,—Hoi Man "	20
" Fresh water,—Tam Shui Yu "	22
" Yellow,—Wong Sin "	30
Frogs,—Tin Kai... "	36
Garoupa,—Shek Pan... "	42
Gudgeon,—Pak Kap Yu "	16
Herrings,—Tso Pak "	20
Halibut,—Cheung Kwan Kap... "	22
Labrus,—Wong Fa Yu "	30
Loach,—Wu Yu... "	35
Lobsters,—Lung Ha "	42
Mackerel,—Chi Yu "	20
Monk Fish,—Mong Yu "	36
Mullet,—Tsai Yu... "	22
Oysters,—Shang Ho "	26
Parrot Fish,—Kai Kung Yu ... "	18
Perch,—Tan Lo "	24
Pike,—Fa Pau Fong "	16
Plaice,—Pan Yu... "	20
Pomfret, Black,—Hak Chong ... "	30
Pomfret, White,—Pak Chong... "	40
Prawns,—Ming Ha "	45
Ray,—Pai Pa Sha "	20
Rock Fish,—Shek Kau Kung ... "	24
Roach,—Chun Yu "	20
Salmon,—Ma Yau... "	45
Shark,—Sha Yu "	12
Skate,—Po Yu "	10
Shrimps,—Ha "	32
Snapper,—Lap Yu "	36
Soles,—Tat Sha Yu "	22
Tench,—Wan Yu "	22
Turbot,—Tso Hau Yu "	32
Turtles, small, fresh water,—Kauk Yu "	60

Poultry.

	Cts.
Chicken,—Kai Tsai lb.	32
Capons, Small,—Siu Kai "	34
Capons, Large,—Siu Kai "	36
Duck,—Ap "	28
Doves.—Pau Kau "	—
Eggs, Hen,—Kai Tan (cooking) per doz.	22
Eggs, Hen,—Kai Tan (fresh)...per doz.	26
Fowls, Canton,—Kai... lb	40
Fowls, Hainan,—Hoi Nam Kai "	26
Geese,—Ngo " "	28
Pigeons, Canton,—Pak Kap...each	36
" Hoihow,—Hoi Hau Pak Kap each	28
Turkeys, Cock,—Fo Kai Kung lb.	64
Turkeys, Hen,—Fo Kai Na ... "	58
Snipe,—Sha Tsui... each	27
Pheasant,—Shan Kai... "	—
Quail.—Om Chun "	—
Partridges,—Che Ku "	—

Fruits.

	Cts.
Almonds —Hang Yan lb.	40
Apples, (California),—Kam Shan Ping Ko .	22
Bananas, (bride's), Macao,—Sau Heung Chiu "	6
Carambo's,—Yeung To "	12
Cocoanuts.—Ye Tse each	10
Lemons, China,—Ling Mung ... lb.	8
Lemons, (America),—Kam Shan Ling Mung ... each	6
Lichees, Dried, (small stone).—Lai Chi Kon lb.	90
Oranges, (Canton), Sweet—Shan-sheng Tim Chang lb.	5
Oranges, Tim Chang "	—
Pears, (Canton), Cooking,—Sha Li "	8
Peanuts,—Fa Shang "	14
Persimmons, Large,—Hung Tsa "	10
Plantain,—Tai Chiu "	3
Pomelo, Siam,—Tsim Lo Yau ...each	15
Walnuts,—Hop To lb.	18
Grapes,—Po Tai Tsz "	24

Vegetables, &c.

	Cts.
Artichokes,—Ah Chi Cheuk ...each	—
Beans, Sprout,—Nga Tsoi... ... lb.	5
" Long.—Tau Kok "	10
Beet Root,—Hung Tsoi Tau ... "	3 each
Bitter Squash,—Fu Kwa "	5
Brinjals, Green,—Ching Yun Kwa "	4
" Red,—Hung Kee... ... "	4
Cabbage Chinese, (common),—Kai Tsoi "	5
" (Shanghai)—Ye Tsoi ... "	12
Cane Shoots, bunch,—Kau Shun "	5
Cauliflower (Large),—Ye Tsoi Fa each	—
" (Medium), " "	—
" (Small), " "	—
Carrots,—Kam Shun lb.	20
Celery Chinese;—Tong Kau Tsoi "	8
Chillies, Dried,—Kon Lat Chiu "	20
" Red,—Hung Fa Chiu ... "	10
" Green,—Ching Lat Chiu "	8
Curry Stuff, English,—Ka Li Chu Liu lb.	12
Cucumbers,—Ching Kwa each	2
Garlic,—Suu Tau lb.	8
Ginger, young,—Suu Tse Keung "	6
Ginger, old,—Lo Keung "	6
Horseradish, Shanghai,—Lik Kan "	15
Indian Corn,—Shuk Mai each	6
Lettuce,—Yeung Shang Tsoi ...each	1
Water Chestnuts,—Ma Tai ... lb.	7
" Mandarin,—Kwai Lam Ma Tai ... "	10
Mushrooms, Fresh,—Shang Tso Ku lb.	45
Okroes lb.	10
Onions, Bombay,—Yeung Chung Tau lb.	12
Onions, Green,—Shang Chung lb.	5
Onions, Shanghai,—Sheung-hoi Chung Tau "	—
Parsley,—Kun Tsoi "	$1.60
Potato, Sweet,—Fan Shu "	3
" Japanese,—Yat Pun Shu Tsai lb.	—
" American,—Fa Ki Shu Tsai lb.	12
Pumpkin,—Tung Kwa lb.	4
Radish,—Hung Lo Pak Tsai ... "	7
Rhubarb (Fresh),—Tai Wong ... "	—
Shallots,—Kong Chong Tau ... "	8
Spinach,—Yin Tsoi "	4
Tomatoes,—Fan Ke "	6
Taros,—Wu Tau "	4
Turnips, Punti, (Long),—Lo Pak "	4
Vegetable Marrow,—Tait Kwa... "	5
Water Cress,—Sai Yeung Tsoi... "	15
" Lily root,—Lin Ngau... "	6
Yams,—Tai Shu "	5

ANTI-THIEF DEVICE.

ALARM BELL RINGS WHENEVER MOTOR-CAR IS MOVED.

For the circumvention of motor thieves an ingenious contrivance, which can be fitted to any make or horse-power of motor-car, van, or lorry, has been invented by Mr. C. S. Price, a driver of 20 years' experience, and a naval engineer.

The "Price" Anti-Thief Device, as it is called, is simply operated. It consists of a box with a Yale lock, which is clamped to the floor of a car, on the opposite side of which there is a clapper bell, to which is attached a driving wheel.

To adjust the device all it is necessary to do is to unlock the box, push back a lever which it contains, and the bell is thus depressed so that the driving-wheel is in contact with the brake-drum.

At an exhibition given by Messrs. Morgan and Co., of Long-acre, to representatives of Scotland Yard, the large motor insurance companies, and others concerned, it was demonstrated that a car so fitted cannot be moved under any circumstances, when the device is in action, without ringing the bell and thus giving an alarm.

The patent, however, will have to be improved before it is likely to become generally adopted. For one thing the alarm should be much louder—at present it sounds something like a feeble alarm clock—and for another the price of about £10 10s. will not appeal to many people.

BAD NEWS IN N.B.

Scottish oatmeal on August 20, advanced from 84s. to 105s. per bag of 280 pounds, the biggest increase ever known.

Oatmeal was decontrolled on May 19. At that time the retail price was 5d. a pound in England and Wales, and 4½d. a pound in Scotland and Ireland. £5 5s. a bag of 280lb. is exactly 4½d. a pound wholesale. Oats have risen, and are now 65s. per quarter.

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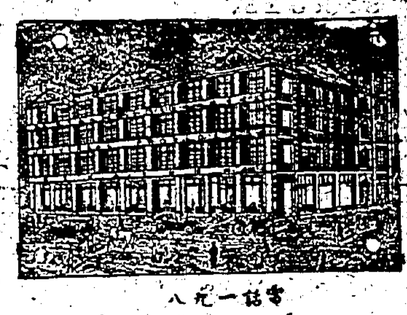
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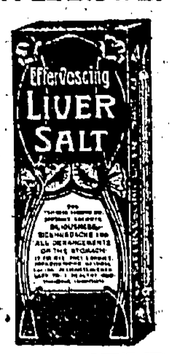
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The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, WEDNESDAY, OCT. 1, 1919.

"AND NOW TO WORK."

Clemenceau's words to the Peace Conference are apt to the day following yesterday's purely ceremonious performances. Governors have to endure that sort of thing. Some of them may even like it. But it isn't work. The true function of a governor is to govern. We believe we have got in Sir Reginald Stubbs one who feels that. We have been told so. His appearance, demeanour, and pithy speech yesterday made a good impression all round.

Said one civil servant to another: A keen worker and a taskmaster.

Said one vested interest to another: He looks as if he might be . . . difficult.

Said the Chinese: He looks dignified and wise and strong. If he is fair as well . . .

Said a merchant: He doesn't look young. Why did they harp on his youth? A man is as old as he feels. The address was tactless in referring to that.

All the talk about his "youth" has indeed proved foolish. A man who can honestly say that he has served for 13 years in that department of the Colonial Office which deals with Hongkong affairs, and that he had known and corresponded with every governor and Colonial Secretary here during the last 20 years, is no raw youth. What do they want anyway? Doddering septuagenarians? The *China Mail* is inclined to say that if it wished to find fault it would complain that His Excellency is exactly ten years too old.

As it is, with all that experience—and it is experience, just as if he had been occupying Government House all the while—we are entitled to expect a great deal from him, and will not be prepared to listen to any plea of unpreparedness when he does take hold.

There was one reference on this point in his speech which suggests to us the advisability of giving to His Excellency a little friendly warning. He spoke of reviving his knowledge of local affairs by discussions with Sir Henry May. Now the *China Mail* does not side with that numerous local gang which talks unkindly about Sir Henry May, behind his back and gets up a complimentary subscription before his face. The *China Mail* does not believe that Sir Henry May was nearly as black as he was (and is) painted. Many of our best patriots were men who were called "pro-German" or "Bolshevik" by a certain noisy type of citizen. In short, the *China Mail* believes that Sir Henry May was a good governor, who might have been an even better one if he hadn't been unfairly persecuted and pestered and maligned till he "got his back up." None of his enemies have had the pluck to say publicly what they have busily been saying privately, so they can be disregarded. But here is the warning. They will be around and about His Excellency like wasps around a sugar bowl, and if his Excellency is going to quote Sir Henry May at them they will resent it, and turn stupid. Let him take advantage by all means of any ideas that Sir Henry may have given him, but he will be well advised to produce them as his own. That's that.

His Excellency spoke of availing himself freely of local advice. That is always an excellent thing in a Governor, but we hope he is too strong to be led. He will find very willing leaders at his elbows continually. The vested interests here have a vested interest in the Governor, or think they have. They push hard to secure a pull. His Excellency, as we told him yesterday, will soon be able to detect them. He has announced his intention to accept help and advice *from any section*, but when he did so he said "in reliance upon your promise," as if the big pots who thronged to welcome him and present him with that address included all sections. They didn't. There are sections (with whom Sir Matthew Nathan managed to get in touch) who hold aloof from such functions as yesterday's. They are far from sure of a welcome from the more forward sections. The Hon. Mr. Severn knows that there are well-informed sections of public opinion not represented on such occasions, who nevertheless approach a sympathetic governor. They approached him freely, because he was always broad minded and sympathetic and no mere tool of a class.

We hope that some of our democratic representatives will talk frankly to his Excellency, and open his eyes to those "secrets de Punchinello" which everybody in Hongkong seems to know in private but never mentions in public.

Here are two things we would wish to make quite clear. We don't want His Excellency to believe (what he will certainly be told) that we have here, as Sir Hugh Clifford said of Ceylon, "a little core of rot." As loyalty goes in these exceedingly democratic days, Hongkong is intensely loyal. We are perhaps "plus royaliste que le roi" in some ways. We are so circumstanced that Labour politics, as understood at Home, are here unthinkable, and quite out of place. As this is not a place favoured by "retired" millionaires, more than 99 per cent. of us are busy earning our living, and a little over for old age, and may be called "workers."

When one of our correspondents yesterday claimed to be speaking "as a worker for workers" he wasn't thinking of our excellent coolies, who are the only labouring class we have. Even "democrats" self-avowed here don't dream of the franchise for these useful citizens. The movement for a wider franchise here, as evinced by the Constitutional Reform Association, is quite different to that His Excellency experienced in Ceylon. If it were frankly stated, it would be represented as an effort to release the Colony from the clutch of the vested interests, and to save the Administration in that sense from itself, for it is always in danger of being pulled and manipulated by this pecunious and private partnership, sometimes perhaps unconsciously. That there is any widespread desire among the Europeans to engage in local politics and enjoy a franchise we do not believe, because the number looking upon Hongkong as their permanent home is comparatively small. So is the gang that has hitherto helped and advised previous Administrations to run the Colony.

Now we have a Governor free and untrammelled of all save Colonial Office traditions, a man who, in the words of Milton,

. . . . indued
With sanctity of reason, might erect
His stature, and upright with front serene
Govern the rest.

In the plainest of plain prose, we invite him to stand up and be mighty independent, using his own wits. Scales are useful in weighing, we understand, but when he comes to weigh his advisers, we don't want His Excellency to have scales over his eyes. It is no guarantee that because a man has figured prominently in Hongkong affairs during many previous administrations he is necessarily disinterested. The second thing is that he should not misjudge this attempt to put him on his guard. It might look as though we were playing Codlin and denouncing Short, and putting in a sort of left-handed claim on our own behalf. Let there be no mistake. The *China Mail* has neither the vanity nor the ambition to wish to pose as an adviser. With a good governor we would rather be advised than advise. It is always easier as well as pleasanter to support than to attack.

There is really very little room to go wrong here. The Orders in Council, and the guarantees they give, if honourably followed (which they have not always been) sufficiently safeguard our voteless Chinese friends. For the rest of us, all we ask is that there shall be as little vexatious legislation as possible. Owing to the way in which our legislation has been filched from the Legislative Council by the simple trick of rushing through "blank cheque" ordinances and filling them up in Executive Council, we are afflicted with a lot of by-laws and regulations—having all the effect of regular laws—that harass and hinder us and impress us with a fact we could otherwise comfortably forget, that though we are free and independent Britons we are living under the British flag in certain conditions that we wouldn't tolerate at Home. His Excellency could, so far as most of us are concerned, make a very popular start by sweeping away all the war-time muck, registration of persons, and that sort of useless flummery. We had to obey orders from Home and pass the Ordinance forbidding Germans to come here for three years, and none of us wants them here even then, but there is no reason why we should be bothered ourselves with regulations made on their account. The grandmotherly regulation which compels us to ask the Police before we can hire a motor-car for a moonlight drive is a sample of the sort of thing we object to. We may not meet it for months, and then suddenly it rises and hits us in the face and reminds us that we are being treated like children. It will probably surprise His Excellency to hear of this. We would like him to take his Chief of Police on one side one of these days and tell him what policemen are supposed to be for. Now that the Force is getting back to something like full strength, we would like to see more real criminals chased, and fewer harmless people pestered with such idiotic regulations.

And so on, and so on. But this is enough for the present.

THE WAR MEDAL CONTROVERSY.

Our correspondent "L. A. R. O." is one of the gallant officers who have been through it, and his attitude toward the question of giving the war medal to men who did their lesser bit in the comfort and security of Hongkong is natural and human. But is it right? It seems to us exactly on a par with the attitude of the vineyard labourers in Christ's parable. Those who were employed at the eleventh hour had a penny too, and the others murmured, saying "Thou hast made them equal unto us, who have borne the burden and heat of the day." But he answered and said, "Friend, I do thee no wrong . . . Take that thine is, and go thy way. I will give unto this last, even as unto thee." The State, like God, is debtor unto no man. Medals are not wages; they are gifts of grace.

BYGONE GOVERNORS.

As far back as 1845 (the year in which the *China Mail* was started) the British community here was making continuous demands for adequate representation on the Legislative Council. At that time they would have been satisfied with an equal number of unofficials nominated by the Crown. Sir John Davis, the governor who liked to play the bold buccaneer and attack Canton, refused all popular representation. The year before they had had a "registration of persons" Ordinance sprung on them, and "rose up like one man in wrathful indignation." That may have been because a polltax went with it, but Eitel the historian dwells more on the objectionably inquisitorial aspect of it, always an affront to the British spirit. They felt that "their personal self-respect, their national honour, the liberty of the subject," were trampled under foot. Hongkong had its first public meeting on Oct. 28, 1844 and unanimously condemned the Bill as "iniquitous, unconstitutional and un-English in principle." Although business was at a standstill, and the Chinese leaving Hongkong in thousands, the Government wasted a lot of time objecting to the "disrespectful" wording of the memorial sent in. Eventually the Government yielded. Davis was an autocrat from the boots up, and made a mess of nearly everything he undertook. When he left "there was no public address, no banquet, no popular farewell." Then the people looked forward to the new Governor. "Public opinion in England had it that an angel for a governor would fail to give satisfaction in Hongkong." Sir S. G. Bonham was the angel deputed. He it was who, off his own bat, having authority to nominate them, gave the Justices of the Peace the right to elect two members of the civil community to the Legislative Council. He also had "the persistent habit of taking the leaders of the community into his confidence, of consulting public opinion."

LOCAL AND GENERAL.

Lt.-Col. Humphreys, R.A.M.C., was appointed to all the Committees of which his predecessor, Lt.-Col. Crisp was a member.

The *China Mail* was twice boycotted by the German residents of Hongkong, once in 1871 and again in 1903. General Gordon ("Chinese Gordon") was a contributor to our columns in 1880.

The wedding of Mr. R. M. Austin and Miss Margaret Gordon has been arranged for October 15. Miss M. Gordon's younger sister is engaged to be married to Mr. A. C. Leith, of the Hongkong and Shanghai Bank.

Inspector G. Gipson, of the Sanitary Department, has been authorised to enter premises and inspect and seize unwholesome food in accordance with section 83 of the Public Health and Buildings Ordinance.

Sanitary Inspector Coombs has been granted three months' leave and is proceeding to Japan. His station in Kowloon will be in the charge of Sanitary Inspector Mellington, whose ordinary duties will be discharged by Sanitary Inspector Olde.

A punkah coolie was sentenced to two months' at the Mixed Court, Shanghai, on September 20, for stealing a half-hunter watch and gold chain belonging to Mr. R. C. Faithfull, solicitor, formerly of Hongkong. The watch and chain were taken while Mr. Faithfull was absent at tiffin and were pawned for $3.

At the Sanitary Board meeting, yesterday afternoon, the Chairman (Mr. A. Gibson) announced that the epidemic of gastro-enteritis was subsiding. Lanes were being cleansed twice a day in the crowded areas. He thanked Mr. S. W. Tso for translating the leaflet in connection with the disease and for obtaining the co-operation of the Chinese dispensaries in distributing it.

The "Prize Packets," whose clever programmes have delighted large audiences at the Victoria Theatre for the past week, concluded their season last night with a bumper programme of new songs and dances and a sketch entitled "Let 'em all come." They are leaving for Canton and Macao in the course of the next two days. On their return they hope to stage a revue entitled "Chin Chin Hongkong" written by Mr. Weatherly.

Mr. H. E. Hyde, Eastern representative of Brangwin Clark and Co. Ltd. London and Manchester, who will be shortly visiting Hongkong, was touring Austria and Germany when war broke out, buying for the Eastern Markets. He was held up by the Germans in Berlin two days before war was declared, with the result that he spent 2½ years as a prisoner in the notorious Ruhleben horse-boxes of the Spandau Englander Lager for interned civilians. His friends will be pleased to learn he is little the worse for his confinement, and is visiting Egypt, India, China, Java and Japan chiefly, we believe, in connection with Produce business.

LOCAL AND GENERAL.

To-day's dollar is worth 4/2 7/16d.

To-day's return of communicable disease is a blank.

To-day the *Hongkong Daily Press* celebrates its sixty-second birthday.

The s.s. "Satana," (Capt. Trott) sails for San Francisco at 10 a.m., to-morrow. She takes no cargo.

The s.s. "Phranang," (Captain Nicol) sailed for Hongay at 12.30 p.m. to-day. She took no cargo.

The s.s. "Kwongsang," (Captain Woodgett) arrived from Canton this morning with 27 tons of general cargo.

The s.s. "Sinkiang," (Captain Eedy) arrived from Canton this morning with 120 tons of general cargo.

The s.s. "Yangtzekiang," (Capt. Anderson) sailed for Hoihow at 6 a.m., to-day with 70 tons of general cargo.

The s.s. "Mentor," (Captain Warrall) sailed for Shanghai at 5 p.m., to-day with 90 tons of general cargo.

The s.s. "Suntak," (Captain Carneiro) sails for Saigon at 8 a.m., to-morrow with 250 tons of general cargo.

For being in unlawful possession of 82 taels of raw opium, a Chinese was this morning fined $750 or six months'.

The s.s. "Wingping," (Captain Chowkam) sailed for Hoihow at 5 a.m. to-day with 6,000 cases of kerosene oil.

The s.s. "Cornelia," (Capt. Guerreiro) sailed for Swatow at 2 p.m., to-day with 150 tons of general cargo.

The s.s. "Tjitaroem," (Capt. Oldenberger) sailed for Batavia at 4 p.m., to-day with 1,500 tons of general cargo.

The s.s. "Kwongsang," (Capt. Woodgett) sails for Shanghai at 5.30 a.m. to-morrow with 300 tons of general cargo.

The s.s. "Haimun," (Capt. Page) from Haiphong is due to sail at midnight for Canton with 700 tons of general cargo.

The s.s. Urusan Maru," (Captain Yamaji) arrived from Miike yesterday with a cargo of 3,003 tons of coal for Hongkong.

The s.s. "Genyei Maru," (Capt. Toge) arrived from Miike this morning with a cargo of 2,950 tons of coal for Hongkong.

The s.s. "Chongva," (Captain Fletcher) is due to sail for Haiphong at 10 a.m., to-morrow with 500 tons of general cargo.

The s.s. "Tsuyama Maru" (Capt. Sekamoto) sails for Liverpool via Singapore at 5 p.m., to-day with 400 tons of general cargo.

The s.s. "Choysang," (Capt. Baker) arrived from Shanghai yesterday with 220 tons of general cargo and mails for Hongkong.

The s.s. Tjilatjap," (Capt. Hopman) sailed for Sourabaya via Balikpapan at 3 p.m., to-day with 400 tons of general cargo.

The s.s. "Empress of Asia," (Capt. Halley) sails for Vancouver via Shanghai at noon to-morrow with 5,000 tons of general cargo.

The s.s. "Van Waerwijck," (Captain Claasen) arrived from Deli and Singapore yesterday with 2,600 tons of general cargo and mails for Hongkong.

The s.s. "Yuetshang," (Captain Ross) arrived from Swatow yesterday with 200 tons of general cargo for Hongkong. She brought 1 European passenger.

The only European passengers who arrived in the Colony yesterday from Shanghai on the s.s. "Choysang," are Messrs. J. H. Brooks and R. C. Lawder.

The s.s. "Namwan," (Captain Costa) sailed for Hoihow at 7 a.m., to-day with 200 tons of general cargo and 4,200 tins and 2,000 cases of kerosene oil.

The s.s. "Wasun," (Capt. Summerville) arrived from K. C. Wan yesterday with 85 tons of general cargo and 26 cattle. She also brought 1 bag of mails.

The s.s. "Tsuyama Maru," (Captain Sakamoto) arrived from Kobe and Shanghai at 7 a.m., to-day with 4,804 tons of through general cargo and 47 bags of mails.

The s.s. "Mentor," (Capt. Warrall) arrived from Glasgow via Singapore yesterday with 6,372 tons of general cargo of which 2,016 tons were for Hongkong. She also brought 67 first class passengers.

JAPANESE OPINION OF THE FUTURE OF SHIPBUILDING.

In what follows, an attempt has been made to look into the future of Japanese shipbuilding through the eyes of well-informed yard officials principally through the medium of interviews. It is not an attempt to search out the remote future, but merely to ascertain as well as may be, what is in the immediate prospect. The Japanese themselves are not at all prone to gloss over the weaknesses of their position, they are not, on the other hand, unduly pessimistic, and these interviews and statements, it is believed, fairly reflect representative Japanese thought.

It is a truism that there are two essentials in steel building—labour and iron—to reduce things to the elemental. Cheap iron and cheap, or efficient labour, the same in the end, insure success. As either is costly, a handicap must be overcome.

Arthur K. Tomiyama, of the Asano yard, is a builder who is qualified to speak with authority. Education at the Universities of California and Glasgow and a wide knowledge of American and European yards give him an admirable basis for judgment. And he put his finger on iron as the pivotal point.

"Labour in Japan does not cost much," "but iron does, and cheap labour does not help much if materia' is expensive."

Mr. Tomiyama cited the price of pig iron at the height of the frenzy in 1918, when embargoes being in force in almost every iron-producing country, the stocks on hand in Japan rocketed. Pig iron was worth as much as 500 yen a ton, approximately $250. Shell plates were worth 1500 yen.

That fever of speculation has passed, there remains the fact that plates at 3 cents a pound, f.o.b. an American mill, cost about $100 a ton laid down in Japan, even though the old rail rates, prior to the advance of June, 1918, are guaranteed by the Shipping Board. And plates rolled in Japanese mills to-day, of Japanese ingots, cost about 500 yen a ton.

If, however, Japan could have access to an abundant supply of first-rate ore for her smelters, the problem virtually would be solved. Naturally, she hopes to get ore. Whether she does, and how and when, is a political question, so that Mr. Tomiyama hesitates to predict definitely what is in store. He was inclined to discount the probable importance of building for Japanese lines, the war losses of which have been very small, so that they have little to replace.

The Submarine Boat Corporation's offer to build vessels for the shipping Board for $149 a dead-weight ton was cited to Tamaaro Tojo, managing director of the Yokohama Dock Company, and he was asked what Japan would be able to do toward cutting the cost of the vessels now building for the shipping Board, which is $175 a dead-weight ton. "By next year," he replied, "we should be able to build for $149 or $150."

And as a matter of course the question arose as to what prospect there was of Japan rolling her own plates and generally becoming independent of other countries. Mr Toyo could not see any hope of immediate relief on any comprehensive scale. It is true, he said, that the Mitsubishi interests have opened an iron works at Kenjiho, Northern Korea, the first pigs having been received in Papan in August, 1918, although at the time of the interview no plates had been rolled. Two 150-tons blast furnaces were in operation. Yet the Mitsubishi yards at Nagasaki and Kobe do much government work and private building, and their own interests naturally have precedence. The Japanese ore Mr. Tojo pointed out, is of poor grade, and China—well, China is a political question. Dependency on the State or, as it was before the war, on England, remains, therefore, a present and pressing fact.

Prior to the war, Mr. Tojo continued, there were some twenty or thirty ways in the empire, now there are more than one hundred. What, then, of the future?

Over-expansion, yes, a condition faced by builders the world over, above and beyond this, there remains this fact, that Japan has many old-established lines, which will need new vessels continually if for nothing else than to maintain their tonnage against depreciation. For example, Mr. Tojo cited the Nippon Yusen Kaisha, one of the great lines of the world, now possessing a fleet of about 500,000 gross tonnage, which allows a depreciation period of twenty years. At that rate, the Nippon Yusen Kaisha alone would require some 25,000 gross tons a year. And Japan conceivably might get foreign contracts, despite the great variance estimates of the world shortage in Tonnage.

As to costs, aside material—labour prices in Japan virtually have doubled since the beginning of the war, and Mr. Tojo looked for no drop. Living expenses have climbed, also—a bar to any great reduction in wages. However, when all is said and done, an increase of 100 per cent in wages is positively relative, consider the actual cost and the Japanese still is paid, in the American way of thinking, almost nothing. A riveter now may earn 2 to 2½ yen a day (and the standard value of the yen is about 50 cents).

Japan's hope of cutting labour costs, as stated by Mr. Tojo, lies in greater efficiency. The enormous expansion in shipbuilding was attended by precisely the same phenomenon that the State witnessed—a dire shortage of skilled men. And the men are not yet what the builders desire.

Kakichi Uchida, former vice-minister of communications, possessed of a wide and thorough knowledge of shipbuilding and shipping, not only in the empire but the world over, believes that there is great prosperity in store for the yards of Japan. At the present time, Mr. Uchida said materials remain expensive and shipbuilding costs are high, besides the general disorganization the world is experiencing before it settles into its peace grooves again. However, when steel falls more nearly to a normal price, Japan will be able to build for from $120 to $150 a ton, depending upon the cost of steel, which now is about $100 a ton laid down at the yard. Within a year or so, Mr. Uchida predicts a price of $60 to $80 at the yard. Prior to the war, British steel cost only £8, or about $40. American steel was more expensive. Japan turned to America during the war, as she had to do, and she will continue to buy from America in great measure if prices are as low as Britain's, Mr. Uchida continued. Inasmuch as American mills have turned to the rolling of steel for ship's plates, they should be in a position to compete with the United Kingdom. Another factor tending to lower steel costs will be the readjustment of trans-Pacific freight rates.

HOUSING AND MILITARY.

GALLANT MAJOR SNUBS "CHINA MAIL."

DIDN'T KNOW HE WAS GOING HOME.

Interviewed by a *China Mail* reporter this morning on the Housing Question, Major Willett, A.S.C. said: "I will not speak on the subject."

But it is only fair to the public, Sir. If, for example, you would make a statement whether any more civilian families are getting military quarters, it would—.

"I cannot give you any information, or rather, I can, but I won't. You have already published a lot of unfounded articles on the subject. You never troubled to get official information as to the truth of those statements you published, so why not carry on? Why come to me now for official information? I will not tell you anything. You have been getting some very good notes on the subject from some outside source; well, stick to that source and get all the information you want from that source. I will not help."

But then, Sir.

"I will give you an example of what unfounded news items the papers have been publishing lately. One of you said sometime ago that I was going home and that a new Major was coming out to take my place. I didn't know that I am going home until you told me I was. Whoever your informant is, he seems to know a lot more about our movements than we do ourselves and I should advise you to continue to publish whatever news you can get from him."

Then, thank you Sir, I'll tell the Editor all that you said to me.

"Yes, tell him I will *not* give any information and he can go on publishing whatever information he gets from any other source. Good morning."

Our reporter went to "another source" and learned that another Dockyard family has been allotted military quarters, above the Soldiers' Club. We also learned that there are 42 families coming out with the new regiment.

If there are, say, only half that number of military families coming out, would that not mean that some civilian families occupying military quarters will be required to quit? Where *can* these people go to if turned out?

We say again what we said on several occasions "Let the military authorities defer the arrival of these military families until such time as the housing problem has been fully taken in hand and then, when there are new houses into which civilian families can move to make room for the military people, 'let 'em all come'."

MARINE COURT.

Charged at the instance of P.C. Blackman, A8, at the Marine Court this morning with allowing their boats to lie alongside Blake Pier, when not engaged in taking or discharging passengers or cargo, thereby obstructing the free access of other vessels thereto, two boatmen and one woman pleaded guilty and were fined $5 each by Capt. Basil Taylour, R.N.

Another boatman, Leung Wa, master of trading junk No. T4031H, who was charged with a similar offence at the Pottinger Street steps, pleaded that he was discharging cargo at the time and when he saw the Police launch coming, he ordered his men to push off but was not in time.

His Honour discharged him with a caution.

ST. ANDREW'S SOCIETY.

ANNUAL GENERAL MEETING.

The annual general meeting of the St. Andrew's Society was held last evening at the City Hall. Mr. R. M. Dyer, the President, occupied the chair, and was supported by Messrs. A. G. Gordon, J. W. C. Bonnar, J. H. Wallace, A. M. D. Wallace (Acting Hon. Treasurer), J. Reid, W. Nicholson, P. M. Young, J. Macdonald and P. Tod (Hon. Secretary). There were many members present including Messrs. T. S. Forrest, G. Gerrard, A. Gibson, W. Armstrong, J. M. Gordon, D. Gow, J. Hyde, J. P. Jones, J. Johnstone, W. G. Lawson, D. Macdonald, M. McIver, J. L. McPherson, H. McTavish, T. Petrie, J. D. Purvis, A. Stalker, G. E. Stewart, P. W. A. Wilkie, B. Wylie and Lieut. Sutherland.

The Chairman said: Gentlemen,—The reports and accounts having been in your possession for the past week, I will, with your kind permission, take them as read. They are fairly complete and do not call for much further remark on my part. It is a record of a year's work of which your might well be proud, and our thanks are due to all friends who helped to make it such a success. When I last had the honour of addressing you on the eve of St. Andrew's day I had the great pleasure to greet you in the hour of peace. Since then our Scottish brothers in arms and their Allied companions have won as great a fight for freedom and liberty as any of our forefathers fought centuries ago, when the heel of oppression was very hard on them. Now that we are at peace might I commend you and our fellow men the world over to endeavour to live up to the lessons taught us in the Psalms of David and the Songs of Burns, otherwise all that Scotland has fought for is entirely lost. Before formally proposing the adoption of the reports and accounts I shall be glad to answer to the best of my ability any questions members may put to me.

There being no questions the Chairman made the proposition, which was seconded by Lieut. Sutherland and carried.

ELECTION OF OFFICERS.

The Chairman proposed that Mr. G. M. Young be elected President. Mr. Young had been a member of the Society and the sister society in Shanghai for a considerable period and for some time past he had been a Vice-President. He had always done a great deal of work for it and they could not have a better man for the position.

Mr. J. W. C. Bonnar, in seconding, said Mr. Young had had experience for some considerable time and if they elected him he would fill the position with credit to himself and honour to the Society.

The motion was carried unanimously.

Mr. G. M. Young said that this was an honour which he greatly appreciated. He would do his best to be worthy of his selection. (Applause.)

Mr. J. Reid proposed that Mr. J. Macdonald be elected Vice-President for the ensuing year. Mr. D. Gow seconded and the motion was carried.

Mr. Macdonald said that he greatly appreciated the honour. He was a very young member of the Society, but he would do his best to support Mr. Young.

The Chairman proposed that Mr. P. Tod be elected Hon. Secretary and Mr. Wallace, Hon. Treasurer, mentioning the good work they had done. He was sorry Mr. Murray was not present so that they could thank him for what he had done.

Mr. Gordon seconded and the motion was carried.

The following committee was elected on the motion of Mr. Forrest, seconded by Lieut. Sutherland: Messrs. W. Nicholson, J. Reid, J. H. Wallace, G. M. Shaw and G. Hogg.

On the question of the celebration of St. Andrew's Day the Chairman said it was suggested that a ball should be arranged for the preceding Friday, November 28, as the day fell on a Saturday. The Chairman formally proposed this and on Mr. Young seconding the motion was carried. Details will be arranged by the incoming Committee.

Mr. Gordon said that during his tenure of office as President he made a promise that he would, after the war, do something to get together a few members and encourage an Old Cronies' Association to bring Scotsmen together for social gatherings in the evening the same as they had at home many years ago and which he found to be a great success. Scotsmen all the world over were glad to get together and talk Doric to their hearts' content. In Glasgow 18 years ago they had many a jolly evening and he thought it was a good thing to begin, as it was so successful in the Colony in the early days, when they had many a jolly evening over song and story amongst Scotsmen and friends in the Colony. He would like to know if there were any Scotsmen in favour of the proposition and who could do anything in the way of a meeting place where they could assemble later on. He felt he would like to fulfil his promise to do something in this direction. If those in favour would sign a little notice he would be glad to discuss the matter with them. He would not be here much longer and he would like to get it started before he left.

Mr. Wilson supported the idea on broad principles, saying that nothing happened during the year except the annual meeting and St. Andrew's Day, and it would be a good thing if they could meet and pass an evening with Scotch song and story.

Mr. Hogg, proposing a vote of thanks to Mr. Dyer, said they had not given enough attention to the $21,000 for charity. Mr. Dyer had been a most efficient President.

Mr. Dyer, in responding, said he thought the greatest honour to which he could attain was to have been President of this Society during the year 1918, when the war came to a close. With regard to Mr. Gordon's suggestion he thought that was a matter which the incoming Committee should take up.

GAMBLING AT A BIRTHDAY PARTY.

WAS THIS A GAMING HOUSE?

Before Mr. N. L. Smith this morning, F. Andrade, a Portuguese, nine Chinese men, and three women were charged with gambling on the first floor of No. 10, Belchers Street, on Monday night.

Mr. Leo d'Almada appeared for the first defendant.

Mr. d'Almada (to first defendant): You are the caretaker of Messrs. Soares and Company's godowns?—Yes.

And you reside at No. 10, Belchers Street, on the first floor with your family?—Yes.

On this particular evening these people were in your house?—They were in my house, and they enjoyed themselves.

The allegation against you is that you were keeping a gambling house there?—Oh, no.

What were these people playing?—They played *tin kow* and poker.

Do you get any commission?—No.

Are you the banker or was there a banker in the game?—There was no banker.

Do you often entertain a lot of Chinese?—No.

And was it that night some occasion in the house?—Yes, it was my son's birthday.

Did you give them a meal, or they simply came to play?—I didn't give them a meal.

Are they all your friends—Yes, all of them.

You know them well?—Yes, I know them very well.

Mr. d'Almada (to his Worship): Witness had a pea-nut stall and the defendants were employed by him.

Sergeant Clark: We want to prove that there was a banker in the game.

His Worship: What was that pot (proceeds) for?

Defendant: It is actually used to know the winner of each game.

His Worship: What about the money inside?

Defendant: It is reserved to buy cigarettes.

Mr. d'Almada submitted that the offence was of no importance, as it was quite usual for any Chinese house to keep gambling gear. The defendants were being entertained in the house, and in all probability a game of cards was the next procedure. The first defendant lived in the house and his family also reside there.

Mr. Smith: A family house could be a gambling house.

His Worship said he was satisfied with the evidence for the prosecution. He fined the first defendant $50, and the others each $2.

FAR EASTERN CABLE NEWS

THE NEW CABINET.

SHANGHAI, Sept. 30.

The members of the On Fook Club have endeavoured to persuade Kan Wan-pang to form a new Cabinet. Kan Wan-pang replied that he is only acting as Premier temporarily, and would only act on the instructions of the President. He thinks that the formation of a Cabinet should be left to some other person.

ARREARS OF SOLDIERS' PAY.

Kan Wan-pang will allow the different Provinces to obtain loans from the Banks to pay the soldiers their arrears of pay. The loans can be obtained on the security of the Peking Government. It is also said that Kan will order the issue of Government promissory notes to pay the soldiers.

ANOTHER CHIEF DELEGATE.

Owing to the strong opposition by the South to the appointment of Wong Yap-tong as chief delegate, Fung Kwok-cheung has asked Tuan Ki-sui to appoint another chief delegate. It is reported that Hu Sai-yang will succeed Wong Yap-tong, but the On Fook Club is opposing the appointment.—*Commercial News.*

TO-DAY'S NEW ADVERTISEMENTS.

THE PRIZE PACKETS.

To-Morrow Afternoon.

THIS TALENTED VAUDEVILLE COMPANY IS GIVING A FAREWELL MATINEE SHOW AT THE VICTORIA.

PUBLIC AUCTION.

The Undersigned have received instructions from MR. DOO CHEONG KEE, to sell by Public Auction, ON

FRIDAY AND SATURDAY,

the 3rd and 4th October, 1919, commencing each day at 2.30 p.m., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street.

A LARGE QUANTITY OF Chinese Porcelains, Curios, &c. including pieces from the Ming, Kanghi, Yeunching, Kienlung, Towkwong Periods.

The bulk of the above stock will be sold without reserve. (Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, 1st October, 1919.

KOWLOON ARMED ROBBERY.

ACCUSED COMMITTED FOR TRIAL.

Wong Ting was charged before Mr. N. L. Smith this afternoon with having with others, not in custody, committed an armed robbery at 11 p.m. on August 27 at No. 117, Kowloon Tong, when jewellery to the total worth of $99.20 was stolen.

An old woman stated that she could not recognise the accused as one of the robbers, but she remembered him as one of the two workmen engaged by her previously.

Her daughter-in-law said that at the time the robbers entered the house, it was dark, and when she lighted a lamp, she saw the accused with a number of others.

His Worship committed the accused for trial.

MERCANTILE BANK OF INDIA LIMITED.

INTERIM DIVIDEND.

The Local Manager of The Mercantile Bank of India Limited has received cabled advice that the Bank has declared an interim dividend for the half year at the rate of 14% per annum less tax.

TO-DAY'S ADVERTISEMENT.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE and STRAITS.

THE Company's Steamship,

"YOKOHAMA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by October 8, 1919, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, October 1, 1919.

TO-DAY'S ADVERTISEMENTS.

HONGKONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

A BEGINNERS' CLASS will be started on MONDAY, 13th October, at 5.15 P.M. at the NEW SCHOOL, Junction of Zetland Street and Ice House Street, (Masonic Hall Premises).

Intending Students are requested to send in their names to the undersigned for enrolment.

By Order,

E. A. M. WILLIAMS, *Secretary.*

Hongkong, October 1, 1919.

WISEMAN, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTEENTH ORDINARY ANNUAL MEETING of the Shareholders in the above Company will be held at the Company's Office, 14 Des Vœux Road, Central, Hongkong, on SATURDAY, 18th day of October, 1919, at 12.30 o'clock in the afternoon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1919.

The TRANSFER BOOKS of the Company will be CLOSED from 11th to 18th October, 1919, both days inclusive.

By Order,

D. K. KHARAS, *Secretary.*

Hongkong, October 1, 1919.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

MR. EDWIN LESTER GILBERT ARNOLD has been appointed Assistant-Manager for China of the above Company.

W. H. TRENCHARD DAVIS, Manager for China.

Shanghai, September 24, 1919.



TO-DAY'S ADVERTISEMENT.

HONGKONG STOCK EXCHANGE.

IT IS HEREBY NOTIFIED that the date for the December Settlement is fixed for TUESDAY, the 23rd December and not the 29th as previously advertised.

By Order of the Committee,
W. LOGAN, *Secretary.*
HONGKONG STOCK EXCHANGE.
Hongkong, Oct. 1, 1919.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned), on

MONDAY,

October 6, 1919, at 12 noon., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,

ONE POINTER BITCH 6 months old.

Terms:—Cash.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, October 1, 1919.

(FOR ACCOUNT OF THE CONCERNED), ON

TUESDAY,

October 7, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, DES VŒUX ROAD, Corner of Ice House Street,

A FEW LOTS OF USEFUL HOUSEHOLD LINENS, DRAWN WORK, & EMBROIDERIES,

Comprising:—

HOUSEHOLD LINENS:—Single and Double Plain and Hemstitched Sheets, Linen: Damask Serviettes, Towels, Face Towels, &c., &c.

DRAWNWORK:—Bedspreads, Pillow Cases, Tray Cloths, &c., &c.

EMBROIDERIES:—Bedspreads, Table Covers, Tea Cloths, Runners &c.

Also

A few lots of Suit Cases and Attache Cases.

(All new goods and small lots to suit purchasers).

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, October 1, 1919.

(FOR ACCOUNT OF THE CONCERNED), ON

TUESDAY,

October 7, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,

USEFUL HOUSEHOLD FURNITURE, CARPETS, GLASS, PLATED WARE, &c., &c.

As follows:—

Large Tapestry-covered Chesterfield Sofa by Powell, Ltd. and Arm-chairs (new), Folding Card and Occasional Tables, Upholstered Suits, Teakwood Bedroom Furniture, comprising Bedsteads, large and small Wardrobes, Dressing Tables, Washstands, &c., (fumed Teakwood), Sideboards, Dinner Waggons, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware,

Electric Reading Lamps, Teakwood Screens, a quantity of Blackwood Furniture, Blackwood Fire Screens, &c., Side Tables, Chairs, Cabinets, Pictures &c., Carpets new and second-hand, Curtains, &c.

Also

One Piano,

and one Winchester Repeating Shot Gun (20-bore, New).

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, Oct. 1, 1919.

THE Undersigned have received instructions from THE AMERICAN CONSUL GENERAL, to sell by Public Auction, on

TUESDAY,

October 7, 1919, at 5.15 p.m. off Ah King's Slipway,

The Motor Boat

"MASCOT,"

Solid teakwood hull, finished in specially selected polished teak, has electric light and electric starting outfit: convenient galley, shower bath, two master berths, roomy cockpit, teak wardrobe and drawers and other modern fittings.

Length	35 feet
Beam	8 ,, 3 inches.
Draft	4 ,,

Motor 15 H. P. "Oto"
Speed 7 Knots.
In good running order.

On view day of sale and can be seen by appointment.

Terms:—Cash.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, October 1, 1919.

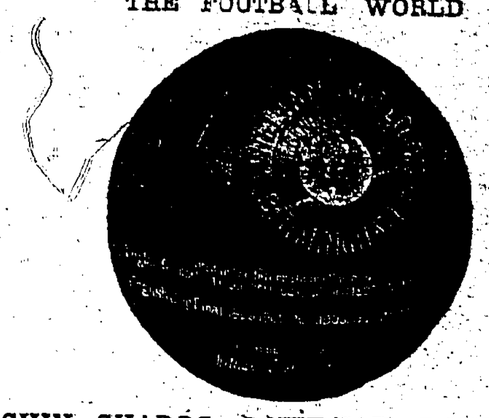
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SKILLCOCK'S FAMOUS **FOOTBALLS**

KNOWN AND PLAYED WITH THROUGHOUT THE FOOTBALL WORLD



SHIN GUARDS, KNEE-CAP BANDAGES BLADDERS, PUMPS, LACING AWLS, ETC.

LANE, CRAWFORD & CO.

NEW COLUMBIA RECORDS.

A 5944	EVERY LITTLE WHILE / IT'S NOT YOUR NATIONALITY ...	Foxtrot ,,
A-6002	I DON'T WANT TO GET WELL ... / SMILE & SHOW YOUR DIMPLE ...	One step ,,
A 6008	CHIN CHIN CHINAMAN / DOING HIS BIT FOR THE GIRLS	Foxtrot One step

THE ANDERSON MUSIC COY., LTD.
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DISTRIBUTORS FOR:

COLE, DODGE AND OLDSMOBILE CARS, FEDERAL TRUCKS-FISK TYRES, HARLEY-DAVIDSON MOTORCYCLES, ARROW, BRENNAN, JACOBSEN, MEITZ, RED WING, ROBERTS, & VENN-SEVERIN MARINE ENGINES.

We stock Spare Parts also carry a complete line of Auto-Accessories and Motorboat Fittings.

MOTOR CAR STORAGE AND Repairs of all descriptions under European supervision. Re-painting a specialty.

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THE PREMIER BEER

NOW ON THE MARKET.

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THE LEADING HOTELS & CLUBS IN THE COLONY.

Price per Case 6 doz. Pints, duty paid $16.50.

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Tel. No. 135. 6, QUEEN'S ROAD, CENTRAL.

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P. & O.-BRITISH INDIA & APCAR LINES

(COMPANIES Incorporated in ENGLAND)
TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.
SAILINGS FOR
MARSEILLES & LONDON.
VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	leave Hongkong about	Due Marseilles about	Due London about
"KHIVA"	1st November	3rd December	13th December
"NOVARA"	7th December	8th January	17th January

FOR BOMBAY VIA STRAITS AND COLOMBO.

		due Bombay about
"DILWARA"	5th October	25th October
"DUNERA"	12th November	29th November

FOR CALCUTTA VIA STRAITS AND RANGOON.

"HONGWA"	4th Oct. at 1 p.m.	25th Oct.

FOR SHANGHAI, MOJI, KOBE AND YOKOHAMA.

	Leave Hongkong about	due Yokohama about
"KHIVA"	2nd Oct. at Daylight	14th October
"GREGORY APCAR"	17th Oct.	26th October (Kobe).
"DUNERA"	24th Oct.	28th October (Shanghai).
"NOVARA"	7th Nov.	21st November

Wireless on all steamers.
For PASSAGE RATES, HAND-BOOKS FREIGHTS, &c. apply to:—
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.

OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA).

FOR PORT SAID.
S.S. "TENSHO MARU"
will be despatched on or about 17th October.
For Freight and Particulars apply to DODWELL & CO., LTD., *Agents*.

NATAL LINE OF STEAMERS.

SAILING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE
Sailings from Hongkong.
For freights & further particulars apply to DODWELL & CO., LTD. *Agents*.

THE NANYO YUSEN KAISHA
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Regular Service of Steamers Between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.
For JAVA PORTS.
For JAPAN PORTS.
For Freight or Passage apply to DODWELL & CO., LD., *Agents*.

O. S. K.
OSAKA SHOSEN KAISHA.
SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.
CELEBES MARU Thursday, 30th October.
ALPS MARU End of November.
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transhipment at Bombay to Co.'s steamer.
BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.
SEATTLE MARU Middle of November.
BOMBAY & COLOMBO—Regular fortnightly service via S'pore.
SIAM MARU Saturday, 4th October.
NANKING MARU.....Friday, 10th October.
SAIGON BANGKOK, & SINGAPORE—Regular Monthly Service.
UNNAN MARU Thursday, 2nd October.
SYDNEY & MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.
LUZON MARU.....Beginning of October.
VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.
CHICAGO MARU Friday, 3rd October.
MANILA MARU.....Wednesday, 15th October.
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st & 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.
KAIJO MARU Sunday, 5th October.
TAKAO via SWATOW & AMOY.
SOSHU MARU Thursday, 9th October.
JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—
Y. YASUDA,
Manager.
Tel. No. 744 and 745. No. 1, Queen's Building.

THOS. COOK & SON.
Tourist, Steamship and Forwarding Agents, Bankers, etc.
OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.
TICKETS SUPPLIED to ALL PARTS of the WORLD at Tariff Rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
BAGGAGE collected, forwarded and insured at lowest rates.
Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.
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Cable Offices:—LUDGATE CIRCUS, LONDON, E.C.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	SINKIANG	Oct. 2, at Noon.
SHANGHAI & TSINGTAO	YINGCHOW	Oct. 4, at 4 p.m.
SWATOW & BANGKOK	KANCHOW	Oct. 7, at 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	KAIFONG	Oct. 7, at 10 a.m.
SHANGHAI	SHANTUNG	Oct. 7, at Noon.

SHANGHAI LINE.—PASSENGERS, MAIL and CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Taingtao (weekly), taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.
BANGKOK LINE.—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Telephone No. 36. *AGENTS*.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

For	Steamer	To Sail
SHANGHAI via SWATOW	KWONGSANG	THURSDAY, Oct. 2, Daylight.
TIENTSIN via WEIHAIWEI & CHEFOO	CHIPSHING	FRIDAY, Oct. 3, Daylight.
SHANGHAI	CHOYSANG	FRIDAY, Oct. 3, Daylight.
HAIPHONG via HOIHOW	TAKSANG	FRIDAY, Oct. 3, at 6 a.m.
MANILA	LOONGSANG	FRIDAY, Oct. 3, at 2 p.m.
DALNY & NEWCHWANG	LOKSANG	TUESDAY, Oct. 7, Daylight.
STRAITS & CALCUTTA	CHAKSANG	TUESDAY, Oct. 7, at 3 p.m.
KOBE	YATSHING	THURSDAY, Oct. 9, at 5 p.m.
MANILA	YUENSANG	FRIDAY, Oct. 10, at 3 p.m.
STRAITS & CALCUTTA	LAISANG	TUESDAY, Oct. 14, at 3 p.m.

CALCUTTA LINE:—This line has now been re-organised and affords regular sailings to Calcutta via Singapore and Penang.
Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.
SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.
Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtsze Ports via Shanghai. Through Bs/Lading are issued to all Northern and Yangtsze Ports.
MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports every Friday.
HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.
BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.
Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.
TIENTSIN LINE:—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.
Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.
For Freight or Passage, apply to
Tel. No. 215. THE GENERAL MANAGERS
JARDINE, MATHESON & Co., Ltd.,

THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.
TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
(Calling at Shanghai and Kobe).
"ICONIUM" About October 22.
"SEATTLE SPIRIT" About October 25.
"WHEATLAND" About November 1.
"ENDICOTT" About November 30.
"CREVECOUER" About December 20.

For PORTLAND direct.
(Calling at Shanghai and Kobe).
"HARTLAND" About November 14.
"NISHMAHA" About November 30.
"MONTAQUE" About December 15.
Through Bills of Lading issued to Overland Common Points.
FOR FREIGHT AND PARTICULARS APPLY TO:
THE ADMIRAL LINE,
Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.
SHANGHAI, INLAND SEA, JAPAN and HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.
Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong.
*TENYO MARU	22,000	3rd October.
‡SIBERIA MARU	20,000	10th October.
*SHINYO MARU	23,000	28th October.
*PERSIA MARU	9,000	10th November.
*KOREA MARU	20,000	24th November.
*NIPPON MARU	11,000	

‡From Kobe. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.
HONGKONG to VALPARAISO Via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA and IQUIQUE.
Thence by Trans-Andean Route to Buenos Aires.

Steamers	Tons	Leave Hongkong:
SHINYO MARU	14,000	Nov. 4th.
KIYO MARU	17,200	Jan. 8th.
ANYO MARU	18,600	

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to—
T. DAIGO, *MANAGER*,
Telephone Nos. 2374 and 2375. KING'S BUILDING.

BANKER & CO.
WEST RIVER PASSENGER SERVICE.
The M/S "KONG NING" (Captain WILES), will leave the Yeung Tai Hing Wharf (Connaught Road West) for WUCHOW via West River Ports.
This Vessel has excellent European accomodation for First Class passengers, and was built expressly for the West River trade, being fitted with electric light and fans and is complete with every modern convenience.
An excellent table is provided.
Owing to the lack of hotel accomodation in Wuchow passengers taking the round trip will be allowed to remain on board the vessel without extra charge.
For freight and passage apply to—
BANKER & CO.,
or 1st Floor Hotel Mansions.
Messrs. THOMAS COOK & SONS,
Passenger Agents.

SHIPPING

C P O S

SAILINGS
HONGKONG to VANCOUVER
(via Shanghai, Nagasaki (*Moji) Kobe & Yokohama)

STEAMERS	From Hongkong	Due Vancouver
Empress of Asia ...	Oct. 2	Oct. 20
Monteagle *... ...	Oct. 19	Nov. 13
Empress of Japan ...	Oct. 25	Nov. 16
Empress of Russia ...	Oct. 30	Nov. 17
Empress of Asia ...	Nov. 27	Dec. 15
Empress of Japan ...	Dec. 20	Jan. 10
Empress of Russia ...	Dec. 25	Jan. 12

"Owing to Japanese Quarantine Regulations the "Empress of Asia", 2nd October, will not call at Shanghai".

Passage Fares Hongkong to United Kingdom.
EMPRESS OF RUSSIA 16,850 Tons Reg. / EMPRESS OF ASIA 16,850 Tons Reg. — Gold $353.00
EMPRESS OF JAPAN Gold 6,000 Tons Reg. / MONTEAGLE 6,183 Tons Reg. — Gold $485.00
Fares subject to change without notice.
Registrations for Passage for Season 1920 now being made.
For particulars regarding passage fares, sailings and reservation of accommodation, also itineraries of trips and descriptive literature, apply to
P. D. SUTHERLAND, General Agent, Passenger Dept. PHONE 192.
For freight rates and through bills of lading, via Vancouver, in connection with Canadian Pacific Railway to all Overland Points in Canada and United States, also to Europe and West Indies, apply to
J. M. WALLACE, 'PHONE 42. General Agent.
HONGKONG.
CANADIAN PACIFIC OCEAN SERVICES

DOUGLAS STEAMSHIP CO., LTD
HONGKONG & SOUTH CHINA COAST PORT SERVICE.
REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.
SWATOW, AMOY & FOOCHOW
AND RETURN.
(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING	
QUINNEBAUG	Capt. Medina	FRIDAY, 3rd October	at 1 p.m.
*HAIHONG	Capt. J. W. Evans	TUESDAY, 7th October	at 1 p.m.
HAITAN	Capt. A. H. Stewart....	FRIDAY, 10th October	at 1 p.m.

* Calling at Swatow Passengers only.
SWATOW.
Arrivals and Departures from the Company's Wharf (near Blake Pier).
For FREIGHT and PASSAGE apply to—
DOUGLAS LAPRAIK & Co.
General Managers.

CHINA MAIL S.S. CO., LTD
FREIGHT AND PASSENGERS.
"NANKING" (15,000 tons). "NILE" (11,000 tons). "CHINA" (10,200 tons).
SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING"	"NILE"	"CHINA"
November 1st, 1919.	October 11th, 1919.	November 22nd, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.
O. H. RITTER, Freight and Passenger Agent.
Prince's Buildings, Ice House Street. Tel. 1934.

INDIAN AFRICAN LINE.
Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.
PROPOSED SAILING.
FROM HONGKONG: Connecting with FROM COLOMBO:
EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.
Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.
For dates of departure, Rates of Freight, apply to—
THE BANK LINE, LTD.,
MANAGING AGENTS.

"ELLERMAN" LINE.
(Ellerman & Bucknall Steamship Co., Ltd.)
JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM & CONTINENT.
FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED
FOR STEAMER SAILS.
Subject to change without notice.
Or to REISS & Co., Canton. THE BANK LINE, LTD
General Agents.

NEW YORK DIRECT.
JOINT SERVICE OF THE
"BLUE FUNNEL" LINE
(OCEAN S.S. CO., LD. & CHINA MUTUAL S.N. CO., LD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LD.)
SAILINGS FROM HONGKONG.

"EURYMEDON"	via Panama	11th October.
"EURYBATES"	via Panama	7th November.
"CITY OF NEWCASTLE"	via Suez	30th November.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For freight and particulars apply to
BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.
HONGKONG & CANTON. REISS & CO., CANTON.

BRITAIN AND RUSSIA.

The following remarkable letter appeared in the *Manchester Guardian*.

Sir,—Eight British machines attacked Kronstadt on Friday the 1st August, British air raids on various towns in the south and the north of Russia have been reported in the papers.

Thus the peaceful and defenceless population of Russia, in addition to all its misery, is being also subjected to one of the cruellest forms of war. And this after all that was written in the English press when English cities were attacked by the German Zeppelins and Gothas. What difference is there between the two cases? If any, it is only in the fact that while the Germans attacked an enemy with whom they conducted an open warfare, the English military craft attacked a country on which war has never been declared by England.

The heart of a Russian who can forget himself for love of his country bleeds at the knowledge of these facts. Now, when peace has been signed, our late allies have thrust the sword into the very heart of Russia.

Most vigorously protesting against many methods of practical Bolshevism and being opposed to its political programme, I protest with still greater indignation against foreign invaders bombarding defenceless Russian cities and supporting the terror of Koltchak, who is covering with blood the fair land of Siberia, which has hitherto escaped the horrors of war. Koltchak's high-handed methods of government have surpassed the worst crimes of Tsarism.

I protest against assistance being given to the man who, "with the ruthlessness of a Tartar conqueror," suppressed the democratic Government of Siberia and murdered several members of our Constituent Assembly.

There does not seem to be any Government in the world at the present time to which one can appeal in the name of right and justice. My protest of indignation and deep sorrow for the sufferings of my country is therefore addressed to the English people, the people whom, from my childhood, I was taught to love and esteem, whose friendship for my countrymen I deeply desire, and in whose power and sense of justice I still believe.

Let an end be put to the blockade which destroys our young generation and ingrains in it a hatred of England. Let the English troops be withdrawn from Russia. No powerful fleet, no fresh reinforcements are needed for that. It can be achieved by an agreement to cease bloodshed, an agreement which the Bolshevik authorities have often expressed their willingness to sign.

British opinion must put an end to the policy coinciding with the secret instigation of the "Russian friends" of England, so that the English people could, instead of this "friendship," secure the friendship of the great Russian people—great in the past—and great in the future—great not in their military exploits, but in their thought, in their marvellous art, in their sufferings, and in their genuine love for a brotherhood of nations and for freedom.

I conclude my letter with the heartfelt desire to see this country and my own united in the future in the bonds of solidarity and lasting friendship as one of the most important conditions for the welfare of the world.—Yours, &c.,

V. N. Polovtsey, Ph.D., late Vice-President of the Municipal Council (Duma) of Peterhof, Petersburg.

A CHILDLESS FATHER.

Novels, newspapers, and police-court records are full of cases where fathers try to avoid an embarrassing acknowledgment of paternity, but things are different in Japan and a case is reported in the local papers in which a young man went and registered himself as the father of an infant which did not exist. It appears that this youth, who was employed in the Nishinomiya Town Office, fell in love with a woman very considerably his senior, and persuaded her to live with him. He was not a well-behaved boy, however, and his inamorata, who was old enough to be fastidious, refused to continue the liaison. The youth, in spite of his ill behaviour, was attached to the woman, and, desiring to have some hold over her which would prevent her from marrying somebody else, he went to the town office and registered the birth of a child, giving his own name as the father and that of his mistress as the mother. Some irregularity in the paper caused the official concerned to send it to the house, and, when it was discovered what had been done, the woman's brother put the affair into the hands of the police. It is a very curious case, inconceivable except in Japan. As the falsification of official documents is a serious offence in Japan the fate of the youth hangs in the balance. There is no knowing what view the police will take of the matter.

CHAMBERLAIN'S PAIN-BALM.

THERE is nothing so good for muscular rheumatism, sprains, lameness, cramps of the muscles, bruises and like injuries as Chamberlain's Pain Balm. It will effect a cure in less time than any other treatment. For sale by all Chemists and Storekeepers.

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P. & O.-BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

TO

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
KHIVA	1st November	3rd December	12th December
NOVARA	7th December	8th January	17th January

FOR

BOMBAY via STRAITS & COLOMBO.

S. S.	Leaves Hongkong about	due Bombay about
DILWARA	5th October	25th October
DUNERA	12th November	29th November

FOR

CALCUTTA via STRAITS and RANGOON.

S.S.	Leave Hongkong about	Due Calcutta about
THONGWA	4th Oct. at 1 p.m.	25th Oct.

SAILINGS ALSO TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	due Yokohama about
KHIVA	2nd Oct. at Daylight	14th October
GREGORY APCAR	12th Oct.	26th October (Kobe).
DUNERA	24th Oct.	28th October (Shanghai).
NOVARA	7th Nov.	21st November

Tickets Interchangeable.

P. & O. Australian Tickets are interchangeable with the New Zealand Shipping Co (via Panama) or by Orient Company.

Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Madras in lieu of the section P. & O. Ticket Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be altered without notice.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Vœux Road Central. HONGKONG.

E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS, viz. Steel Ship Plates, Angles and Bars.

Also Shipchandlery Articles.

Telephone No. 1116. 25, Wing Woo Street, Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
Cargo to Overland Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU Tuesday, 14th October, at 11 a.m.
SUWA MARU (Omitting Manila) Saturday, 1st Nov., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

ATSUTA MARU Saturday, 4th October, at Noon.
SHIDZUOKA MARU Friday, 17th October, at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU Wednesday, 22nd October, at 11 a.m.
AKI MARU Wednesday, 19th November, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Murnora, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

SHINRYU MARU Tuesday, 21st October.
TENSHIN MARU End of October.

CALCUTTA & RANGOON via Singapore & Penang.

TSURUGA MARU Saturday, 4th October.
YAMAGATA MARU Friday, 24th October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

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TANGO MARU Saturday, 22nd November, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TENSHIN MARU Thursday, 2nd October.
YOKOHAMA MARU Thursday, 2nd October, at 11 a.m.
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WAKASA MARU (London, Antwerp & Rotterdam) ...Thursday, 9th October.
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DESTINATION.	VESSEL'S NAMES	FOR FREIGHT APPLY TO-	TO BE DESPATCHED
San Francisco via Shanghai & Japan, &c.	Tenyo Maru	Toyo Kisen Kaisha	On 3rd October.
San Francisco via Shanghai, Japan &c.	Shinyo Maru	Toyo Kisen Kaisha	On 28th October.
San Francisco via Shanghai, Japan &c.	Ecuador	Pacific Mail S.S. Co.	On 8th Oct., at Noon.
San Francisco via Shanghai, Japan &c.	Colombia	Pacific Mail S.S. Co.	On 5th Nov., at Noon.
San Francisco via Shanghai, Japan &c.	Nile	China Mail s.s. Co., Ltd.	On 11th October.
San Francisco via Shangh ai Japan &c.	Nanking	China Mail S.S. Co., Ltd.	On 1st November.
Seattle, Tacoma, Victoria & Vancouver	Olen	The Admiral Line	About 14th Oct.
Victoria, Vancouver, Seattle & Tacoma	Chicago Maru	Osaka Shosen Kaisha	On 3rd Oct.
Victoria B.C., & Seattle via S'hai, &c.	Katori Maru	Nippon Yusen Kaisha	On 14th Oct., at 11 a.m.
Vancouver via Shanghai, Japan &c.	Empress of Asia	Canadian O.S. Ld.	On 2nd October.
Vancouver via Shanghai, Japan &c.	Empress of Japan	Canadian O.S. Ld.	On 15th October.
Australian Ports	St. Albans	Gibb, Livingston & Co.	Early of Nov.
Australian Ports via Manila	Nikko Maru	Nippon Yusen Kaisha	On 23nd Oct, at 11 a.m.
Australian Ports via Japan	Seiyo Maru	Toyo Kisen Kaisha	On 4th Nov.
New York via Panama	Empress of Russia	Butterfield & Swire or The Bank Line, Ld.	On 11th Oct.
Portland	Hartland	The Admiral Line	About 14th Nov.
Nagasaki, Kobe & Yokohama	Aki Maru	Nippon Yusen Kaisha	On 18th Oct., at 11 a.m.
Shanghai, Kobe & Yokohama	Tenshin Maru	Nippon Yusen Kaisha	On 2nd Oct.
Shanghai	Kwongsang	Jardine, Matheson & Co., Ltd.	On 2nd Oct., D'light.
Shanghai	Sinkiang	Butterfield & Swire	On 2nd Oct., at Noon.
Shanghai & Tsingtao	Yingchow	Butterfield & Swire	On 4th Oct., at 4 P.M.
Straits & Calcutta	Chaksang	Jardine, Matheson & Co., Ltd.	On 7th Oct., at 3 P.M.
Calcutta via Straits & Rangoon	Tsuruga Maru	Nippon Yusen Kaisha	On 4th Oct.
Singapore, Penang & Belawan-Deli	Van Waerwijck	Java-China-Japan Lijn	On 3rd Oct., at 3 p.m.
Keelung via Swatow and Amoy	Kaijo Maru	Osaka Shosen Kaisha	On 5th Oct.
Saigon, Bangkok & Singapore	Unnan Maru	Osaka Shosen Kaisha	On 2nd October.
Swatow, Amoy & Foochow	Quinnebaug	Douglas Lapraik & Co.	On 3rd Oct., at 1 p.m.
Manila	Loongsang	Jardine, Matheson & Co., Ltd.	On 3rd Oct., at 3 p.m.
Bombay & Colombo	Siam Maru	Osaka Shosen Kaisha	On 4th Oct.
London and Antwerp	Celebes Maru	Osaka Shosen Kaisha	On 30th Oct.
London via S'pore, P'ang & C'bo &c.	Atsuta Maru	Nippon Yusen Kaisha	On 4th Oct., at Noon.
Mauritius, Delagoa Bay, Durban	Seattle Maru	Osaka Shosen Kaisha	Middle of November.
Bombay, via Singapore, Malacca & Colombo	Khiva	P. & O.-B.I. & A.L.	On 1st Nov.

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Level and Storage of water in reservoirs on the 1st September, 1919 :—

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1918.	1919.
Tytam Level with overflow	Level with overflow.	
Tytam Byewash Do		Do.
Tytam Intermediate Do		Do.
Tytam Tuk Do		Do.
Wong Nei Chung, 1 ft 1 in. below overflow	0 ft. 1 in. below overflow.	
Pokfulum, Level with overflow	Level with overflow.	

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1918.	1919.
Tytam	384.80	384.80
Tytam Byewash	22.37	22.37
Tytam Intermediate	195.90	195.90
Tytam Tuk	1,410.00	1,410.00
Wong Nei Chung	28.97	30.32
Pokfulum	56.00	56.00
Total	2,217.04	2,113.30

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of August.

	1918.	1919.	
Consumption	276.85	275.73	m. g.
Estimated population	272,700	276,500	
Consumption per head per day	21.3	20.3	gallons

Constant supply in all districts during August of both 1918 and 1919.

KOWLOON WATER WORKS LEVEL.

	1918.	1919.
Kowloon Gravitation Reservoir	Level with overflow.	Level with overflow.

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1918.	1919.
Kowloon Gravitation Reservoir	352.50	352.50

Consumption of water in Kowloon in millions and decimals of gallons during the month of August.

	1918.	1919.	
Consumption	39.69	43.50	m. g.
Estimated population	104,200	114,000	
Consumption per head per day	12.5	13.4	gallons

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W. CHATHAM,
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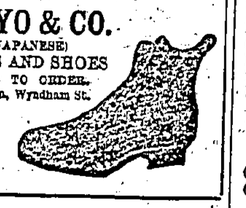
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TALE OF SHIP'S MASTER WHO RAN AMOK.

NIGHT OF TRAGEDY IN THE BRISTOL CHANNEL.

Last Christmas Eve dawned after a night of tragic experiences on a French schooner in the Bristol Channel, as related in Mr. Justice Horridge's Court in the Admiralty Division. The ill-fated vessel was the wooden topsail schooner "Augusta," bound out of Swansea with coal for Calais.

The master of the vessel became demented, one of the crew was drowned when the boat put off to another schooner for assistance, the master took aim with a revolver at his side-lights, and coming on deck, shortly before eleven; fired at random on the crew, wounding the helmsman in the ship, was in turn overpowered and locked in his cabin, and there continued to fire revolver and rifle shots and ended the melancholy chapter by shooting himself dead. The vessel had encountered heavy weather. The master, it was declared, had insisted on hoisting more sail in a gale, the foresail, jib and fore-topsail were torn to ribbons, and the master, then manifestly beside himself, had desired to run the ship ashore. When the boat put off the mate and two gunners had left in her, and during the tragic night, there were only the distraught captain, the helmsman and two of the crew on board the "Augusta." A claim for salving the schooner was brought by the tug "Briton," of Cardiff.

Narrating the history of these eventful happenings, the plaintiffs said the tug "Briton" was in Cardiff Roads when, at half-past nine on the night of December 23, the schooner "Greenbatt" came to an anchor in the roads and announced that she had attempted to salve the "Augusta" but had failed in the service, and the "Augusta" was in dire need of help, below the Nash Lights. The schooner had, she said, two of the "Augusta's" crew on board and another had been drowned. The "Briton" had steam up, and at once proceeded out to look for the "Augusta." The night was tempestuous. The wind was blowing strong from the north-east, there were wild rain squalls, and heavy seas were running. At 1.30 on the morning of Christmas Eve, the "Briton" found the distressed vessel two miles to the northward of the Foreland. Her head sails, as well as the fore topsail were blown away, she was heavily laden and deep in the water, and heading to the southward, she was rolling and labouring in the trough of heavy seas which were washing over her. The "Briton" took great risks to make fast, manœuvring near to the schooner, and thrice attempting to establish connection by a heaving line. She decided on risking a fourth attempt, and about the time of heaving the line the report of firearms and screams were heard from the "Augusta," and the line thereafter remained unregarded, no attempt being made on the "Augusta" to secure it. The "Briton," after this episode, stood off and remained standing by all night. Meanwhile the ill-fated ship continued to drift down channel, and the seas continued to wash over her as she lay out of control. At day-break the weather had moderated somewhat, but the "Augusta" was still rolling and labouring helplessly in the seas. On the deck three men were observed, one of them wounded, and these gesticulated and shouted to the "Briton" for assistance. That vessel was accordingly manœuvred into position, and a towrope was passed by means of a heaving line. Getting the schooner on an up-channel course, the tug with her tow proceeded at half-speed, and after a difficult passage, the schooner steering badly, brought her at length in safety to the West Dock, Cardiff. The "Augusta," when the "Briton" picked her up, was unmanageable, as was pleaded, and in danger of foundering in the heavy seas, or being driven ashore and totally lost. What had happened, they gathered, was that the master had become demented and after attempting to murder the crew, had destroyed himself. Those of the crew who had not left the ship were utterly demoralised by the murderous attacks, and the state of her master, one of them was wounded, and the only boat had been taken by those who had "abandoned" the vessel. The "Augusta," it was found, had no proper charts, and no competent navigator on board.

A more complete story was told on behalf of the "Augusta," in which the events of this terrible night were set out in more order and circumstance. The schooner sailed out of Swansea on the night of December 22, with a cargo of 167 tons of anthracite coal for the owners' account, to make the voyage to Calais. She is a wooden two-masted schooner of 118 tons gross, and had on board a crew of seven, including two gunners. She encountered violent weather down the Cornish coast, and after getting to Longships had hove to and been set on an up-channel course. When off Trevose Head her master put her on a course for Lundy and, it was pleaded, hoisted more sail, notwithstanding that the wind was blowing a gale. In the night, the foresail, jib and fore staysail were torn to ribbons, and parts of the rigging carried away. After Lundy had been sighted the master began to show signs of the mental derangement, wanting to run the vessel ashore, and also ordering the ship's boat to be launched and the anchors to be dropped. In consequence the mate took charge, and decided that the best course to adopt, in view of the master's condition, was to put back to Swansea. The weather was then fine, the wind westerly, strong and favourable for making Swansea. At about mid-day, the master, who appeared to have become more rational, resumed command, and shortly afterwards hoisted flag signals for towage assistance, and fired the ship's gun as a distress signal. The schooner, however (it was added) was perfectly seaworthy and staunch, and was under command, and steering a direct course for Swansea. At two that afternoon the "Greenbatt" answered the flag signal, but would not undertake the tow, though she was ready to stand by. The "Augusta's" master immediately called for the boat to be lowered, and ordered the mate and two gunners into it; and while they were so waiting for further orders, in tow of the schooner, the boat took a sudden lurch and one of the gunners was pitched overboard. He was never seen again. The painter was let go, but the search by the boat was fruitless. In the end the boat party, failing to overtake the "Augusta," was picked up by the "Greenbatt," and made request for towage of their vessel. With this the "Greenbatt" complied, towing for half an hour, till the tow-rope parted. She was requested to send a tug, and proceeded on her voyage to Penarth, with the "Augusta's" mate and the surviving gunner still on board. Upon the "Augusta," the master gave order to the helmsman to follow the "Greenbatt." Darkness was setting in, and the "Augusta's" head was kept in the "Greenbatt's" wake so long as the "Greenbatt" was kept in sight, and then she was steered towards certain lights. When it became evident that these lights were upon the land the crew on their own initiative turned the vessel round and steered for the open sea. At this the master went below, and presently came up with a revolver. He began firing at his own side-lights, and then went into his cabin. At 10.30 the "Briton" arrived, and the master was called. When he came on deck he came with the revolver, and began shouting and firing the revolver at random. The helmsman was hit. He was a man named Dantresne, and was wounded in the upper hip. The master was overpowered and locked in his cabin, and he was heard for a time firing revolver and rifle shots. While the firing went on the "Briton," it was said, stood off, and was not seen again until daylight. In the dawn she was sighted a considerable distance off. The wind moderated in the night, the weather was fine, and the "Augusta" had been kept hove to. The defendants denied that she was ever in danger either of foundering or of going ashore, and it was denied that she was ever abandoned by any of her crew. All she required was towage, because of the condition of her master and the absence of the mate. She had weathered several gales, she was hove to, the wind had gone down, and she was well equipped with anchors. As for the towage, it was extraordinarily easy and simple, and the defendants tendered £250.

Mr. Nond appeared for the plaintiffs (instructed by Messrs. Gilbert Robertson and Co., Cardiff, London agents, Messrs. Wm. A. Crump and Son, 17, Leadenhall-street); and Mr. D. Stephens, K.C., for the defendants (instructed by Mr. Fred Vaughan, Cardiff, London agents, Messrs. Stokes and Stokes, 21, Gt. St. Helen's, E.C.3).

Mr. Justice Horridge, in delivering judgment, said the weather at the time of these happenings was certainly bad, but the "Briton" would have had no difficulty in passing her rope on to the French vessel and making connection at once, if there had been anybody to receive it. There was not, and the "Briton" remained standing by during the night, and when the morning came passed a line and was able to take the "Augusta" in tow. At that time they were a long way off the land. The tide had changed about, but there was no difficulty in making fast and bringing the salved vessel into Cardiff. The towage was not a long one, and the salving vessel, he was satisfied, was never in any danger. A tender had been made of £250; he thought the allowance ample, and defendants would have costs, as the tender they made was an appropriate one.

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SHIPS OF THE FUTURE.

VIEWS OF LORD INCHCAPE AND LORD PIRIE.

Many interesting points regarding the size and character of ships in the future were expressed at the inquiry into provision promoted by the Greenock Corporation which was resumed in Glasgow on Aug. 9 when the witnesses included Lord Inchcape, Lord Pirie, and Professor Sir John Biles. Power is sought to acquire certain property adjacent to the shipbuilding yard of Messrs. Caird and Co. (Messrs. Harland and Wolff) in connection with a scheme of extension of that yard, and opposition centres largely in the proposal to include within the extension the Old West Church and churchyard where is buried Burns' Highland Mary.

Sir John Biles, Professor of Naval Architecture in Glasgow University, spoke in favour of including the churchyard in the scheme, as otherwise the plans would have to be reconsidered and an entirely new project prepared, which would not permit of such economical working or of the building of such large vessels as was proposed. He was not sure that this yard was not going to be one of the largest they had, though he observed Lord Pirie shaking his head at the suggestion. The world might not take rapidly to the idea of 1,000 feet ships, but it was certain that they were going to have vessels considerably larger than at present, and afterwards they might see what could be done. If this churchyard was allowed to remain it would reduce the output of the yard by about one-sixth, and smaller vessels would have to be built.

NATIONAL NECESSITY.

Lord Inchcape said that the largest ship of the companies with which he was associated was 605 feet overall, whereas he understood that this yard was going to turn out ships of 650 feet and some of 750 feet. It was essential from the point of view of shipowners that the shipbuilding yards of this country should be kept as up-to-date as possible, as great efforts were being made in America and Japan in shipbuilding, and there was some anticipation that Germany might come into the competition. The companies of which he was chairman were making arrangements for increasing tonnage as speedily as possible to make up for losses sustained during the war. The P. and O. Company had had a large number of vessels built by Messrs. Caird in the past, many of them the largest in the passenger service at the time of construction, and if this yard was capable of turning out the largest vessels they would have a chance of securing their custom. If they could not undertake the biggest ships they would not get their orders. If this country were to fail to maintain its position in shipbuilding now it would be very difficult to get it back, and national interests were so strong that nothing should be done to hamper extensions of shipbuilding yards in this country. As far as possible everything should be done to enable us to hold our own in the very severe competition of the future. From the economical point of view as well as from the point of view of shipping and shipbuilding this was important. The great increase in the size of ships was a matter of evolution. As well as from the national standpoint it was of vital importance to Greenock as a shipbuilding centre that development should take place.

In answer to Mr. M'Phail (for objectors), Lord Inchcape said that time alone could tell whether they would go on increasing the size of ships. He was not satisfied that the maximum had been reached, though the yard now proposed would probably meet the requirements for a good many years to come.

Mr. M'Phail.—Do you seriously represent that the future of this country to any appreciable extent depends on whether this churchyard is or is not going to be given to Messrs Harland and Wolff?

Lord Inchcape.—I am looking at it from the point of view of national interest and of Greenock, and I say it would be a great misfortune if the retention of this graveyard were to frustrate the extension of this extremely valuable and up-to-date works, and it would be regretted both in the country and in the town of Greenock if the decision were given now to retain this graveyard and stop the extension of this important yard. His lordship added that he was told that it would seriously affect the scheme, and that if the churchyard were removed they would get one of the finest shipyards in the country.

Mr. Patrick Caird, of Messrs. Caird and Co., said that his firm had built 85 vessels for the P. and O. Company. They had always contemplated extensions because they were restricted in dealing with the largest type of vessel, and they had always contemplated the possibility of acquiring this church and churchyard. If the churchyard were to remain it would simply be perpetuating a state of affairs which involved enormous additional expense and interfered with the economical working of the establishment. To get the advantage of the use of an electric drive throughout was important, and that could not be obtained under the present conditions. The removal of the churchyard was essential to the success of the scheme.

MUSICAL PUBLIC HOUSES.

SIR REGINALD HALL, M.P., DESCRIBES TRADE SCHEME OF REFORM.

For over a year representatives of all sections of the liquor trade have been at work on a scheme of reconstruction.

Their proposals are embodied in a draft Bill that is now under final consideration. The terms of the Bill have been explained to a Press representative by Rear-Admiral Sir Reginald Hall, M.P., who has just accepted a seat on the board of Messrs. Barclay, Perkins and Co., Limited, the well-known brewers.

One of the proposals is that music shall be included in the recreations to be provided in the new public-houses.

"The Bill," Sir Reginald explained, "is based on the following principles:—

1. To promote sobriety without unnecessarily curtailing the freedom of the individual.

2. To further the maintenance of public order and to restrict drunkenness.

3. To reform the existing licensing system, in order to ensure uniformity of administration, with a right of appeal to a single central authority.

4.—To reduce the licenses in any given area where the number is excessive, always having due regard to the interests affected on the one hand and the steady improvement of those licensed premises which remain on the other; also to provide facilities for the transfer of licenses to new or developing districts.

5.—Wherever possible, to enlarge the premises and provide greater opportunities for social amenities.

IMPORTANT ORDERS.

Lord Pirrie, chairman of Messrs. Harland and Wolff, and a director of several other shipbuilding companies, said he believed he was associated with the largest shipbuilding and engineering works in the United Kingdom. With the aid of their Diesel oil engine works in Glasgow they were building one oil-propelled ship every six weeks. The reason that they sold the engine works of Messrs. Caird was because they found that they could not extend them in any way. If they built a vessel of 750 feet the engines would probably be geared turbines and the works were not sufficient to undertake that. As regarded vessels built at Greenock, they would be finished as far as possible on the stocks, and the engines might be supplied elsewhere, working between their yards at Glasgow and at Belfast. He had always thought that Messrs. Caird built ships too large for the yard, yet the demand to-day was for larger and broader ships. They were being kept back from developments because the harbours and docks were not big enough to accommodate bigger ships. Unless shipbuilding yards could accommodate the largest ships and were equipped with the most modern appliances they would not get the trade. He did not believe that his own firm would ever have been heard of if they had not kept ahead of their neighbours in Scotland, and worked their yard more economical than any in Great Britain. They had more orders than they could deal with at their yards, and though he did not wish to give any details in public, he could mention that one order alone was for six vessels of six hundred feet and over. It was desirable that the vessels should be built in one yard instead of partly in Greenock and partly in Belfast. He had closely surveyed this yard at Greenock, and was convinced that if the churchyard was not acquired they could only build smaller vessels. He had a natural repugnance to intertering with a church and churchyard, and had done everything he could to meet parties interested, but had come to the conclusion that they could not build the ships economically without disturbing the churchyard. As it was, he was not satisfied with the scheme, and if the Corporation would give them another four hundred feet to the south they could make one of the finest yards existing, even better than the new yard at Belfast. The new yard at Belfast was ideal in many respects, but they had the ground available to work upon, and they would do the same in Greenock if they could get the chance.

Mr. M'Phail asked how they would get the increased number of men necessary for the yard, to which Lord Pirrie replied that he did not anticipate any difficulty. They had increased the number at Govan and in Glasgow, and also in Greenock, and his experience was that the best men would be attracted to the best works.

Sir Hugh Shaw Stewart, as a member of the Corporation of Greenock, and as superior of part of the town, believed that the scheme would be in the interests of the burgh. The church was built by an ancestor of his, but he believed that that ancestor would not have allowed the church to stand in the way of the development of the town to which he was so much attached. It had been rebuilt so largely that little of the original edifice remained.

The inquiry was adjourned.

CHICKEN WITH NO FLESH.

DINER DISSATISFIED.

A Chinese was charged this morning before Mr. R. E. Lindsell with refusing to pay a bill of $1.78, and with assaulting the proprietor of a restaurant.

Mr. M. K. Lo appeared for the prosecution.

It appeared that defendant and four others, not in custody went in to the restaurant and ordered a meal. After they had finished the meal, a bill of $1.78 was handed to them. Defendant at the counter said that it was too much, as the chicken served had no flesh, but was simply bones. The proprietor said they must pay the bill, and defendant said he would pay it next day. One of his friends said he had better pay it but was rebuked for that by defendant. The proprietor again demanded payment whereupon defendant struck him. Police whistles were blown, and the men ran away, with the exception of defendant, who was brought to the station.

His Worship sentenced the man to four weeks hard labour on the first charge and fined him $10 on the second.

STABBING CASES.

MANY ARRESTS.

Two men were charged this morning before Mr. N. L. Smith with stabbing a shop-keeper at West Point.

Inspector Macdonald stated that on Monday morning one of the defendants entered a salt fish shop, and bargained for the purchase of some fish for $10, and instructed the shop-keeper to keep it for him until the next day. The shop-keeper asked for 50 cents as bargain money. The man said that there was no need and went away. Next day, he again visited the shop and demanded from the shop-keeper $50 as compensation, alleging he was struck by him. The latter refused. Later defendant returned with eighty men, some armed with daggers and others carried bamboo poles. The shop-keeper was struck on the arm with a dagger by first defendant, and second defendant gave him a hard stroke with a pole. The Police arrived but the majority of the men had escaped and the defendants were the only two arrested.

Inspector Macdonald asked his Worship for a remand which was granted.

At 9 this morning serious stabbing affair took place at a fish hawker's stall at West Point. A number of men made a rush into the stall and severely stabbed the keeper on the back. His injuries necessitated his immediate removal to hospital. Four men have since been arrested.

THIEVING NEIGHBOURS.

Before Mr. N. L. Smith this morning, a man was charged with the larceny of 4 rattan bangles, 4 gold rings, a silver watch and chain, and 4 $5 gold coins, the property of a woman living in Canton Road, while a woman, his wife was charged with receiving the articles, well knowing them to have been stolen.

The woman defendant said that while she was taking her meal, some one brought the articles to her and asked her to pawn them.

Mr. Smith:—And who was this person?

Defendant:—There were two men, but they were unknown to me, I refused to pawn, but they threatened to strike me.

Sergeant Ingham said that when he was in defendant's house, he asked the woman who was her husband, and immediately, she pointed at a photograph, at the back of which were a few pawn tickets.

The complainant stated that the articles were discovered missing on September 27. She took her meal outside the verandah, and on going in to her cubicle she saw a partition broken. She believed that the tenant living next to her cubicle, had stolen the articles. The tenant had since absconded.

Mr. Smith:—Have you seen this man before?

Complainant:—Yes, I saw him on the morning of the day of the theft. He was a friend of Tam Pak Chun (the absconded man) and he paid him a visit that morning.

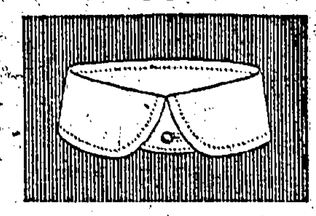
His Worship sentenced the man to six months hard labour and the woman to three months.

MURDERER HANGED.

An inquest was held this morning at the Magistracy with Mr. R. E. Lindsell as Coroner on the body of Chung Kan, who was sentenced to death at the September Sessions, and who was hanged early this morning for the brutal murder of his elder brother Chung Kan Yau at Cheung Po, a village in the New Territory on January 14.

The Jury were composed of the following:—Messrs. W. L. Marshall, A. B. Stewart, and A. A. Gutierrez. A verdict of death by judicial hanging was given.

Summit COLLARS SHAPE 90



An improved "Lock Top" Collar. Cut with a shallow band, ample room between the inner and outer folds allowing the tie to slip easily and plenty of tie space in front.

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Men's Wear Specialists.

16 Des Vœux Road. Telephone 29.

HONGKONG CRICKET LEAGUE.

YESTERDAY'S MEETING.

A meeting of the Hongkong Cricket League was held in the Hongkong C.C. pavilion yesterday afternoon. Mr. R. P. Thursfield presided, and was supported by Mr. H. H. Tayler (Hon. Secretary). The following Clubs were represented:—Civil Service, Hongkong C.C., Kowloon C.C., R.G.A., R.E., Staff and Departments, Craigengower, Chinese R.C., Indian R.C., University, Navy, and Police R.C.

It was announced that the Police are unable to raise a team and, therefore, will not join the League.

A proposal to enter the Wiltshire Regiment in the League, provisionally, was put to the meeting and lost.

Several of the rules were amended. One of the amendments is to the effect that the system of scoring may be changed by the Committee in the course of any one season.

After much discussion it was decided that the secretaries of the various Clubs should arrange their own fixtures, but the question of grounds should be left to a sub-committee composed of Mr. E. J. Edwards, Capt. Murray and Mr R. Basa. The League opens on Saturday next.

One very important decision arrived at by the meeting was that the league shall be confined to one division, each team playing one match against each of the other teams.

ROYAL HONGKONG GOLF CLUB.

DRAW FOR CHAMPIONSHIP.

1ST ROUND.

9.30.—H. H. Pegg *v.* R. E. Lindsell.
9.34.—C. Bulmer Johnson *v.* W. Ross.
9.38.—T. S. Forrest *v.* Major C. Leslie Smith.
9.42.—E. Davidson *v.* A. C. Leith.
9.46.—G. M. Harston *v.* B. A. Brand.
9.50.—F. A. Redmond *v.* G. B. Cockrem.
9.54.—F. Syme Thomson *v.* Col. E. J. Coles.
9.58.—J. L. Crockatt *v.* G. S. Archbutt.
10.02.—W. D. Kraft *v.* E. Des Vœux.
10.06.—Col. Harvey *v.* K. S. Morrison.
10.10.—S. H. Dodwell *v.* E. J. R. Mitchell.

BYES.

F. Lindsay Woods, R. M. Smith, A. B. Stewart, C. L. Sandes and N. L. Smith.

First round to be played by Sunday, October 5.

Second round to be played by Sunday, Octobay 12.

Third and Fourth rounds to be played by Wednesday, October 22.

Final to be played on Sunday, October 26.

Rule for play in Stroke competitions to apply except at the 7th, 11th and 12th holes, where the present local rules will stand.

CHINESE TELEGRAMS.

[Translated for the *China Mail* from the *Wah Tsz Yat Po*.]

SHANGHAI, Sept. 30.

General Feng Kuo Chong, the ex-president, advises President Chu Sai Chong to heed the public opposition to Mr. Wong Yap Tong as delegate to the Shanghai conference and dismiss him.

The On Fook Club want General Kan Wan Pang to form a new cabinet, but the General says he will carry on till normal conditions are restored.

The premier proposes to give the provinces power to borrow money to pay off their troops, with central government security in the shape of treasury bonds.

The contract for submarines from Italy has been shelved, owing to opposition from various quarters.

Mr. Liang Shi Yi and family arrived in Shanghai yesterday.

CHILDREN'S COLDS.

WHY let the children rack their little bodies in such a distressing manner when you can so easily cure their colds with a bottle of Chamberlain's Cough Remedy? For sale by all Chemists and Storekeepers.

CORRESPONDENCE.

THE WAR MEDAL QUESTION.

[To the Editor of the *China Mail*.]

Dear Sir,—I have read with some amusement and indignation, the letter signed by "A.B.", which appeared in to-day's paper.

He thinks that he ought to be given the British war medal as a reward for holding on to his civil job and doing a few hours drill a week.

Why stop at the one medal? Why not claim the 1914 or the 1914-15 star, or the Allied medal? Possibly the gentleman would like a few chevrons as well?

Is he aware that the medals given to "pukka" soldiers are the only rewards these men get for undergoing all the privations of war?

It would be idle of course to ask our friend if he had ever been wounded, half starved, marched and fought in a temperature of from 120 to 130 degrees of heat, or spent a few weeks in trenches up to the knees in water etc, because the query contained in his letter gives his position away.

Yet he would claim the same reward and would wear it too, as men who gave up all to go out and do the job. Men who were too loyal to the Empire and all it means to us, to hang on to their jobs when there was sterner work to to be done.

Thousands of us, married and with children notwithstanding, gave up everything to answer the call, and now have to start life again at the beginning, while all the years we were soldiering our wives starved on a soldier's pay.

Go away back and sit down, Mr. "A.B," and cut out the war medal idea. We do not mind you having an O.B.E. or two if you would like them, as most soldiers would prefer a couple of bananas.

What Government should do, is to conscript all the "indispensables" for a couple of years or so, and let them do the post war garrisoning of East Africa, Mesopotamia, India, Arabia etc, on a soldier's pay of course.

It would be a nice cushy job, as there would be no one to shoot at them, and no chance of a "vertical breeze" appearing in the vicinity.

Personally I do not belong to Hongkong, but am just passing through. I have no doubt however that there are sufficient real soldiers in Hongkong to take care of Mr. "A.B." should he care to insist on his medal claims.

I enclose my card and sign myself,

I.A.R.O.

Hongkong Sept. 30.

COTTON AND YARN.

Messrs S. D. Setna & Co's. market report from 1st to 20th September says:

Cotton:—Nothing fresh to report. Market is bare of Stocks. Nominal quotation:—Indian @ $40 to 55 per picul; Chinese @ $45 to 55 per picul.

Indian Yarn.—During the early part of the period under review our market ruled weak and sales were reported at low rates, latterly again market recovered and price show a good improvement of $5 to 7 per bale all round. Sales are reported of about 7,800 bales, comprising of about 4,500 bales of No. 10;—1,500 bales of 12; and 1,800 bales of No. 20s;—Unsold Stock is estimated at about 5,000 bales. Sold but uncleared Stock is about 20,000 bales.

Sundry Articles:—In Imports sales are reported in Bezoar Stone @ $160 (per Catty); Bhesabole @ $16 (per picul); Borax @ $22 (per picul); Buffalo Pickers @ $11 (per picul) Galangal @ $7 (per picul); Genda Horns @ $950 (per picul); Kismis @ $55 (per picul); Olibanum @ $7 to 15 (per picul); Senna Leaf @ $3 (per picul). In Exports purchases are reported in Cassia @ $14½ (per picul); China Roots @ $14 (per picul); Fire Crackers @ $17½ (per Case); Quicksilver @ $225 (per picul); and Vermillion @ $145 (per Case).

AN AID TO DIGESTION.

WHEN you have a fullness and weight in the stomach after eating you may know that you have eaten too much, and should take one of Chamberlain's Tablets to aid your digestion. For sale by all Chemists and Storekeepers.

AMERICAN DEAD IN FRANCE.

PARENTS AND RETURN OF BODIES.

Despite strong protests from the French Government against the removal of the bodies of American soldiers from the French cemeteries until after January, 1922, the majority of the House of Representatives' Foreign Affairs Committee decided that the State Department should make every effort to secure the return of these bodies within the next few months. In reply to 75,000 inquiries sent to the parents of fallen soldiers, the chairman of the committee declared that 75 per cent. ask for the return of their dead, and he insisted that the Government must keep its solemn promise. It was explained to the committee that France was opposed to removal because of fears for the health of her people and the appalling gloom that exhumation and transportation would cast over the land. If the American request were granted similar requests would come from England, Italy, and Belgium, and from the relatives of French soldiers, which would create tremendous problems by the opening of 4,500,000 graves. American Red Cross workers, who appreciate the extent of the task, are urging that bereaved Americans should imitate the spirit of Theodore Roosevelt, who desired that the body of his son Quentin should remain in French soil.

DELAYED TELEGRAMS.

SHARP SENTENCES FOR FRAUD ON BOOKMAKERS.

At Croydon Benjamin Sinfield (26) was sentenced to six months' hard labour, and Lionel Skelton (27) to twelve months' hard labour, for defrauding bookmakers by sending betting telegrams after the results of the races were known. They did this by getting two girl telegraphists to delay the telegrams until the names of the winning horses could be inserted, the messages, however, being transmitted as having apparently been handed in some time earlier.

The girls, it was stated, received no money from the prisoners, but had accepted presents of chocolates and gloves. Skelton declared that as bookmakers had robbed him for years through "false prices," which he regarded as profiteering, they were legitimate victims.

The sentence in the case of Sinfield, who had been invalided from the army after serving throughout the war, involved the loss of his pension.

DULL AND GLOOMY?

If so try Pinkettes, the gentle little liver stimulants and see how quickly these symptoms will be dispelled.

PINKETTES

cure Constipation, torpid liver, biliousness, sick headaches, coated tongue, foul smelling breath, clear the skin. Of chemists, and post free, 60 cents the vial, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

HONGKONG STOCK EXCHANGE.

HONGKONG, 1st OCTOBER, 1919.

OFFICIAL QUOTATIONS.

11 A.M.

BANKS.
Hongkong Banks, ... $670 n.

MARINE INSURANCES.
Canton Ins. $440 b.
North China Ins. ... T. 200 b.
Union Ins. $230 n.
Yangtsze Ins. $270 n.
Far Easterns T. $3 b.

FIRE INSURANCES.
China Fire Ins.$138 n.
Hongkong Fire Ins. ... $345 b.

SHIPPING.
Douglases $85 s.
H.K. Steamboats $24½ n.
Indo-Chinas (Pref.)... ... $32 n.
Do. (Def.)... ... $196 n.
Shell Transports 180/- n.
Star Ferries $34½ s.

REFINERIES.
China Sugars $177 n.
Malabon Sugars$46 n.

MINING.
Kailan Mining Adm. ... 70/- b
Langkats... T. 20 b.
Shanghai Loans —
Shai Explorations —
Raubs...$2.10 n.
Tronoh Mines... ...38 9 b ex r.
Ural Caspians 47/6 n.

DOCKS, WHARVES, GODOWNS, &c.
H. & K. Wharfs $110 sa.
H. & W. Docks $188 b.
Shai Docks... T. 120 b.
New Engineerings ... T. 31 b.

LAND, HOTELS & BUILDINGS.
Central Estates$109½ n.
Hongkong Hotels$120 n.
Hongkong Lands... ... $120 b.
Humphreys $9.40 b.
Kowloon Lands $46 n.
Land Reclamations ... $175 n.
West Points$90 b. 93 s.

COTTON MILLS.
Ewo Cottons T. 375 n.
Kung Yiks T. 34 n.
Laou Kung Mows T 250 n.
Orientals T. 120 n.
Shanghai Cottons ... T. 240 n.
Yangtszepoos T 17½ sa.

MISCELLANEOUS.
Cements $7.80 sa.
China-Borneos$12½ n.
China Lights Old $7½ & New 5½ b.
China-Providents $8½ s.
Dairy Farms, ... $28 s.
H.K. Electrics $84 n.
Macao Imp. $34 n.
Hongkong Ropes $ 30 b.
H.K. Tramways $8¼ s.
Peak Tramways (Old)... ... $7 s.
do. (New) ... $.80 n.
Steam Laundries $2½ b.
H.K. Steel Foundry ... $10 b ex div.
Water-boats $15½ s.
Watsons $6 b.
Powells $12 b.
Wisemans... $29 b.

JUST ARRIVED
A quantity of New
FILM PACKS
$1.00 per pack of 12.
MEE CHEUNG
PHOTOGRAPHER.
Ice House Street. Tel. 1013.

BANKS.

Banking Service with AMERICA —direct and personal.

EXPORTERS or importers now engaged in, or thinking of, trade with America would do well to consider not only the special nature of our facilities, but also the personal interest we take in every one of our customers' transactions.

First of all, we offer *direct* banking service—without intermediary dealings, or unnecessary delays.

Equally important is our *personal* service. Every transaction is followed through, both here and in America, by our own representatives with a personal interest, the value of which is evident in the service rendered.

May we talk with you about America?

Head Office—NEW YORK.

Other branches in

Shanghai—Hankow—Peking—Tientsin—Manila.

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HONGKONG.

[STOCKHOLDING BANKS]

Anglo and London, Paris National Bank, San Francisco
Bankers Trust Company, New York City
Continental & Commercial National Bank, Chicago, Ill.
First National Bank of Portland, Oregon
Guaranty Trust Company of New York
Guardian Savings Trust Co., Cleveland.
Mercantile Bank of the Americas, New York City
National Bank of Commerce, Seattle, Washington.
National Shawmut Bank, Boston, Mass.

EXCHANGE.

Hongkong, October 1, 1919.

On London—
Bank, Wire 4 2⅛
" On demand, ... 4 2⅛
" 30 days' sight 4 2⅛
" 4 months' sight 4 2⅛
Credits, 4 months' sight, ... 4 3⅛
Documentary, 4 months' sight 4/3⅛
On Paris —
On demand, ...
Credits, 4 months' sight, ... 730
On New York—
On demand, ... 87½
Credits, 60 days' sight, ... 88½
On Bombay—
Wire, ... nom.
On demand. nom.
On Calcutta—
Wire, ... nom.
On demand... nom.
On Singapore—
On demand. 177½
On Manila—
On demand, ...194
On Shanghai—
On demand nom.
30 days' sight (private paper)...nom.
On Yokohama—
On demand. 170½
Gold Leaf, 100 fine (per tael) ... 33 40
Sovereigns (Bank's buying rate) $ 4.70 n.
Silver (per oz.) 64

SUBSIDIARY COINS.

Hongkong 50 cents sub. ...83 % pm.
" 10 " ...83 % pm.
" 5 " ...84½ % pm.
Chinese coins ... 9½ % pm.
Bar Silver in Hongkong ...25 % pm. n.
Chinese Copper Cash 8 % pm.
Chinese Copper Cents... ... —
Rate of Native Interest ...7½ % p. a.
Chinese Sub. Coin 9 % pm.
Hongkong Sub. Coin ½ % pm.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

Head Office: 6 Des Voeux Road, Central.
Hankow Branch: Russian Concession.

DOMESTIC & FOREIGN BANKING.
SERVICE PROMPT.

Current, Savings, and Fixed Deposits bear Interest at Rates 2%, 4%, 5%, respectively.

Inquiry on our SPECIAL SERVICE will be welcomed.

J. USANO LY, Manager.

Hongkong, July 7, 1919.

THE CHINESE MERCHANTS BANK, LTD.

HEAD OFFICE:
13, Queen's Road, Central.

General Banking and Exchange business transacted.
Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a Savings Department.

DONG TOY,
Chief Manager.

Hongkong, Sept. 15, 1919.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD

(Capital Paid up — $1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandize.
Loans made on the Provident System.
TRUSTEES, EXECUTOR OF WILLS, ATTORNEY, &c. Undertaken and Executed.
(Rate and Particulars on application)
To the Office of
SHEWAN, TOMES & CO.,
General Managers.

NOTICE.

PEAK TRAMWAYS COMPANY, LIMITED

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 a.m. to 9.30 a.m....Every 10 minutes.
9.30 a.m. to 11.00 a.m....Every 15 minutes.
11.30 a.m. to 12.45 p.m....Every 15 minutes.
12.45 p.m. to 1.15 p.m....Every 10 minutes.
1.15 p.m. to 1.45 p.m....Every 15 minutes.
1.45 p.m. to 2.15 p.m....Every 10 minutes.
2.15 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.30 p.m.,
9.30 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.

SATURDAYS.
EXTRA CAR—12 midnight.

SUNDAYS.
7.30 a.m.
8.00 a.m. to 10.30 a.m....Every 15 minutes.
10.30 a.m. to 11.00 a.m....Every 10 minutes.
11.30 a.m. to 12 noon Every 15 minutes.
12.00 noon to 1.00 p.m....Every 10 minutes.
1.00 p.m. to 5.30 p.m....Every 15 minutes.
5.30 p.m. to 6.00 p.m....Every 10 minutes.
6.00 p.m. to 8.30 p.m....Every 15 minutes.
8.30 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARS as on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

Pennsylvania
VACUUM CUP
6000 MILE
CORD TIRES

QUALITY in a tire is not appreciated until it asserts itself through long continued trouble-free performance.

The gauge to this service is the mileage total recorded when the casing finally is discarded.

The notable achievement of nine *stock* tires which, put to *official* finish test by the Automobile Club of America, *averaged 6,760 miles*, definitely established the unusual quality of Vacuum Cup Tires.

The rainy day *certified* test of the Pittsburgh Taxicab Company—in which a heavy car equipped with Vacuum Cup Tires was driven around a wet corner at 25 miles an hour without skidding—conclusively proved the *guaranteed* ability of the Vacuum Cup tread to resist skidding on wet, slippery pavements.

In addition to this proved driving safety and the mileage *guarantee*—per warranty tag—of *6,000 miles*, Vacuum Cup Tires are reasonably priced. They cost approximately the same as ordinary 3,500 mile tires and much less than other makes carrying equal mileage surety.

SPECIAL PRICES.
ON SIZES AVAILABLE FROM STOCK IN HONGKONG.

	Price Each. Tires.	Tubes.
Clincher.		
30" × 3½"	...30.00...	... 4.00
31" × 4 "	...47.50...	... 5.50
Straight Side.		
32" × 3½"	... 35.00...	... 4.50
33" × 4 "	... 52.50...	... 6.00

Less discount:—2 days 2½%, 30 days Net.

Makers also of Pennsylvania Auto Tubes "Ton Tested"

PENNSYLVANIA RUBBER COMPANY, Jeannette, Pa.

GERIN, DREVARD & CO.,
Telephone 114. Sole Agents in South China.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds—
Sterling £1,500,000 @ 2/- = $15,000,000
Silver $1,000,000
... $26,000,000
Reserve Liability of Proprietors ... } $15,000,000

COURT OF DIRECTORS:
J. A. Plummer, Esq.,—Chairman.
Hon. Mr. E. V. D. Parr,—Deputy Chairman.
J. W. C. Bonnar, Esq. | C. S. Gubbay, Esq.
A. H. Compton, Esq. | P. H. Holyoak, Esq.
Hon. Mr. S. H. Dodwell. | Hon. Mr. J. Johnstone.
W. L. Pattenden, Esq.

CHIEF MANAGER.
Hongkong—N. J. STABB, Esq.

MANAGER:
Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS—LONDON COUNTY & WESTMINSTER & PARR'S BANK, LTD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the daily balance
ON FIXED DEPOSITS:—
For 3 months 2½ per cent. per annum.
" 6 " 3½ " "
" 12 " 4 " "

N. J. STABB,
Chief Manager.

Hongkong, May 26, 1919.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.
N. J. STABB,
Chief Manager.

Hongkong May 14, 1919.

BANQUE INDUSTRIELLE DE CHINE.
(FRENCH BANK).

SUBSCRIBED CAPITAL ... Francs 75,000,000
PAID UP CAPITAL ... " 37,500,000
(1/3 of the Capital, i.e., Francs 25,000,000 subscribed by the Government of the Chinese Republic).

Chairman of the Board of Directors ... André Berthelot.
General Manager ... A. J. Pernotte.

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.
BRANCHES:
PEKING, SAIGON,
SHANGHAI, HAIPHONG,
TIENTSIN, YUNNANFU,
HONGKONG, VLADIVOSTOCK,
HANOI, FOOCHOW,
CANTON, MARSEILLE.

BANKERS:
In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.
In LONDON: The London County Westminster & Parr's Bank, Ltd. The London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co. Correspondents in the chief commercial centres of the World.

Telegraphic Address: CHIBANKIND

Interest allowed on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French exchange.
M. ROUET DE JOURNEL,
Manager.

HONGKONG BRANCH:
Queen's Buildings,
5, Chater Road. Tel. 2440

Hongkong, March 31, 1919.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(NETHERLANDS TRADING SOCIETY)

ESTABLISHED 1824

Authorized Capital ... F. 100,000,000 £8,333,333
Paid-Up Capital F. 80,000,000 £6,666,666
Reserve Fund... F. 14,590,545 £1,215,879
Special Reserve F. 17,000,000 £1,416,666

HEAD OFFICE—Amsterdam.
Branches at
The Hague Rotterdam
HEAD AGENCY—Batavia.
Branches:
Bandjermasin Rangoon
Bandoeng Samarang
Cheribon Shanghai
Djember Singapore
Djokjakarta Soerabaia
Kota-Radja Soerakarta (Solo)
Macassar Langsa
Medan Tebing Tinggi (Deli)
Padang Tegal
Palembang Telok Betong
Pekalongan Tjilatjap
Penang Weltevreden
Pontianak

Correspondents at Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco &c. &c.

LONDON BANKERS:—The Union of London and Smiths Bank, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

J. F. VAN REES,
Manager.

Hongkong, Sept. 20, 1919.

THE BANK OF CANTON, LTD.

HEAD OFFICE—HONGKONG.
ESTABLISHED 1912.

Paid-up Capital $2,000,000
Reserves and Undivided Profits 500,000

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS Received.

INTEREST ON FIXED DEPOSITS.
For 3 Months 3% per annum.
For 6 Months 4% per annum.
For 12 Months 4½% per annum.

LOOK POONG SHAN,
Chief Manager.

Hongkong, March 10, 1919.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:
No. 2 Queen's Road Central.

PAID-UP CAPITAL $1,000,000.

DIRECTORS:
Mr. Pong Wai Ting,—Chairman.
Mr. Chow Shou Son, Mr. Kan Ying Po,
Mr. Li Koon Chan, Mr. Chan Kai Ming,
Mr. Mok Ching Kong, Mr. Fung Ping Shan,
Mr. Wong Yan Tong, Mr. P. K. Kwok,
Mr. Chan Ching Shak, Mr. Ng Chang Lak.
CHIEF MANAGER.....Kan Tong Po.
ASST. MANAGER.....Li Tse Fong.

Every description of Banking and Exchange business transacted. Loans granted on approval securities.
Interest allowed on Current Deposit Accounts at the rate of TWO per cent. per annum and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3% per annum.
For 6 months at the rate of 4% per annum.
For 12 months at the rate of 5% per annum.

KAN TONG PO,
Chief Manager.

Hongkong, March 12, 1919.

THE BANK OF CHINA.
中國銀行
(Specially authorised in China by Presidential Mandate of 22nd November, 1917).

Authorised Capital ... $60,000,000.00
Paid-up Capital ... 12,278,800.00
Reserve Funds ... 2,197,400.00

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES:
PEKING: Haiting, Tungchow. NORTH: Miyun, Chohsien, Fahsien Niulansan, Hsuanhua. CHIHLI: Tientsin, Paotingfu, Lutai, Tsinhaisien, Sangfang, Shuntehfu, Tangshan, Taming, Choluhsien, Weinsien. MANCHURIA: Changchun, Moukden, Kirin, Tsitsihar, Newchang, Liaoyuanchow, Hcho, Hsinmingfu, Tsonanfu, Harbin, Dalny, Antung, Tiehling, Chinghsien, Sifeng, Hulan, Suiwafu, Hailunfu, Ninguta, Kungchuling, Liaoyang Fuyu, Yenchi, Kaipingsien. HUPEH: Hankow, Shasi, Ichang. HUNAN: Changsha. KIANGSU: Shanghai, Nanking, Soochow, Yangchow, Chinkiang, Wusih, Hsuchowfu, Tungchow. SOUTH: Trinklangpo. SHANTUNG: Tsinan, Tsingtao, Chefoo, Tenghsien, Lintsinhsien. SHANSI: Taiyuanfu, Yunsheng, Sinkianhsien, Tatungfu. HONAN: Kaifeng, Chowkiakow, Hsuhsien. KWANGTUNG: Hongkong, Canton, Swatow, Kiungchow. FUKIEN: Foochow, Amoy, Hankong, Chuanchowfu, Changchowfu, Santuao. CHEKIANG: Hanchow, Shaohsing, Huchowfu, Kashing, Wuchow, Ningpo, Lanchi, Yuyao, Haimen. KIANGSI: Nanchang, Kiukiang, Kanchowfu, Chintehchen, Chian. ANWEHI: Wuhu, Anking, Pangfow, Luchowfu, Tatung, Tungki, Luan. SZECHUEN: KUEICHOW: Wwelvangfu. SHANSI: Sianfu, Hanzhunfu. SUIYUAN: Kwelhwating Paotowchen. TSAHAR: Kalgan Fengchen, URGA: Urga, Hakiatao.

HONGKONG BRANCH.

Interest allowed on current accounts and fixed Deposits. Terms on application. Every description of Banking Business transacted. Loans granted on approved securities. Special facilities for home exchange.

TSUYEE Pai,
Manager.

Hongkong, Feb. 25, 1919.

THE BANK OF TAIWAN, LTD.,
(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed... Yen 20,000,000.
Capital (Paid-up) ... " 17,500,000.
Reserve Funds ... " 6,550,000.

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—TOKYO, YOKOHAMA, KOBE, OSAKA, MOJI.
FORMOSA—GIRAN, KAGI, KARENKO, KELUNG, PUNAN, SHINCHIKU, MATUNG, TAICHU, TAINAN, TAKOW, TAMSUI, TOKTEN, ARO.
CHINA—SHANGHAI, HANKOW, KIUKIANG, AMOY, FOOCHOW, SWATOW, CANTON.
OTHERS—HONGKONG, BANGKOK, SINGAPORE, SOERABAIA, SEMARANG, BATAVIA, BOMBAY, LONDON, NEW YORK.

LONDON BANKERS:
CAPITAL AND COUNTIES BANK, LONDON AND SOUTH-WESTERN BANK, PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Chosen, Japan, Indo-China Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, Africa, &c.

Interest allowed on Current Accounts, and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.

HONGKONG BRANCH:
2, Des Voeux Road.

Hongkong, March 31, 1919.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE: LONDON.

PAID-UP CAPITAL$1,250,000
RESERVE FUND$1,100,000
RESERVE LIABILITY OF PROPRIETORS$1,250,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CHOCHRANE,
Manager.

Hongkong, April 7, 1919.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000
Subscribed £900,000
Paid-Up £750,000
Reserved Fund and Rest ... £750,000

BANKERS:
THE BANK OF ENGLAND.
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

C. L. SANDES,
Acting Manager.

No. 7 Queen's Road Central.

Hongkong, April 16, 1919.

BANQUE DE L'INDO-CHINE
(FRENCH BANK).

HEAD OFFICE:
15bis Rue Laffitte, Paris.
Capital ... Frs. 40,000,000
Reserves ... " 30,000,000

BRANCHES AND AGENCIES:

BANGKOK	HONGKONG	SAIGON
HAIPHONG	MONGKAY	SHANGHAI
CANTON	NOUMEA	SINGAPORE
DJIBOUTI	PAKHOI	TOURANE
HAIPHONG	PEKING	TSINFOU
HANKOW	PHNOM-PENH	VLADIVOSTOCK
HANOI	PONDICHERY	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais, Banque de Paris et des Pays Bas, Crédit Industriel et Commercial; Société Generale.
IN LONDON: The National Provincial & Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangements.
Every description of Banking and Exchange Business transacted.

A. SIRE,
Acting Manager.

Hongkong, Oct. 12, 1918.

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880.

AUTHORIZED CAPITAL ... Yen 100,000,000
PAID UP CAPITAL ... " 42,000,000
RESERVE FUND ... " 28,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES AT

BATAVIA	NEWCHWANG
BOMBAY	NEW YORK
BUENOS AYRES	OSAKA
CALCUTTA	PEKIN
CHANGCHUN	RANGOON
DAIREN (DAIKY)	SAN FRANCISCO
FENGTIEN (MUKDEN)	SEATTLE
HANKOW	SHANGHAI
HONGKONG	SHIMONOSEKI
HARBIN	SINGAPORE
KAI YUEN	SOERABAYA
KOBE	SYDNEY
LONDON	TIENTSIN
LOS ANGELES	TOKYO
LYONS	TSINANFU
MANILA	VLADIVOSTOCK
NAGASAKI	YOKOHAMA

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.

G. HASHIDZUME,
Manager.

Hongkong, September 16, 1919.

NORTH BRITISH & MERCANTILE INSURANCE CO.

WHICH ARE VESTED THE SHARE OF

THE OCHAN MARINE INSURANCE COMPANY, LTD.

AND

THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS 31st December, 1918 £23,970,867.

I—Authorised Capital £6,000,000
Subscribed Capital £4,500,000
Paid-up Capital ... £2,250,000
II—Fire Funds ... £3,[illegible]
III—Life & Annuity Funds ... £1,[illegible]
Sinking Fund Account ... £25,[illegible]

£[illegible]

Revenue Fire Branch ... £3,201,[illegible]
" Life and Annuity Branches ... } £1,141,[illegible]
Revenue Marine Department ... £27,[illegible]
Other Receipts ... £78,[illegible]

£[illegible]

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.,
Agents.

WEATHER REPORT.

October 1d. 11A. 50m.—No returns from Vladivostock, Japan, or Formosa.

Pressure has increased slightly over the Ladrones and N. Annam, and decreased slightly over the Philippines. It is almost stationary at other reporting stations.

At 9 a.m. this morning the typhoon was in about latitude 17° N. and longitude 137° E. moving north-westward.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 2.49 inch. Total since January 1st 70.30 inches, against an average of 75.87 inches.

Forecast for the 24 hours ending at noon on October 2nd.

1.—Hongkong to Gap Rock. N.E. winds, moderate; fair.

2.—Formosa Channel. N.E. winds, fresh.

3.—South coast of China between Hongkong and Lamocks. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY HONGKONG, DAILY WEATHER REPORT.

OCTOBER 1, 1919.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.
Vladivostock	8 a.	—	—	—	—	—	—
Nemuro	8 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishi jima	"	—	—	—	—	—	—
Bonin Island	"	—	—	—	—	—	—
Wehaiwei	6 a.	30.06	67	84	NNE	2	b
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.94	63	100	E	1	o
Getzlar	"	29.99	69	85	NNE	1	o
Sharp Pk.	7 a.	29.93	77	86	E	2	b
Amoy	6 a.	29.93	77	77	NE	4	o
Swatow	"	29.88	76	82	ENE	1	c
Taihoku	8 a.	—	—	—	—	—	—
Taichu	"	—	—	—	—	—	—
Tainan	"	—	—	—	—	—	—
Koshun	"	—	—	—	—	—	—
Pescadores	"	—	—	—	—	—	—
Canton	6 a.	29.92	79	95	ESE	2	cr
Hongkong	"	29.89	76	95	ESE	2	or
Gap Rock	"	29.88	—	—	E	4	c
Macao	"	—	—	—	—	—	—
Wuchow	8 a.	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Phulien	7 a.	29.88	77	98	ESE	2	b
Tourane	"	29.85	75	—	SW	6	o
C. St. James	"	29.84	75	—	—	0	o
Aparri	6 a.	29.84	73	92	—	0	b
Dagupan	"	—	—	—	—	—	—
Manila	"	29.81	72	94	NE	1	b
Legaspi	"	29.79	72	92	NE	1	b
Tacloban	"	—	—	—	—	—	—
Iloilo	"	—	—	—	—	—	—
Surigao	"	—	—	—	—	—	—
Guam	4.20	29.71	—	—	SE	4	r
Labuan	6 a.	—	—	—	—	—	—

T. F. CLAXTON, *Director.*

Hongkong Observatory, Oct. 1, 1919.

1. BAROMETER, reduced to 32 degress Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast p passing showers, q squal, r rain, s snow t thunder, v visibility, w dew, wet

7. RAIN in inches tenths and hundredth.

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1903-6.—

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet 3 inches below mean sea-level

To obtain the depth of water on the tide-gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 4 inches to the height given in the table.

October 2nd to 8, 1919.

Day of Week	Date	High Water Hongkong Mean Time.	High Water Height	Low Water Hongkong Mean Time.	Low Water Height
		h m	feet	h m	feet
Thur.	2	m 1 4 No inferior	6.5 high	m 10 2 nor low	2.8 water
Fri.	3	m 1 14 No inferior	6.4 high	m 11 11 nor low	2.7 water
Sat.	4	m 1 46	6.3	0 8 a	2.5
Sun.	5	7 13 a m 1 26	6.3	10 46 a 0 45 a	4.7 2.3
Mon.	6	7 11 a m 0 11	6.7	m 0 5	6.3
Tues.	7	7 25 a m 7 10	6.6 6.9	1 23 a m 1 4	2.1 3.6
Wed.	8	7 40 a m 8 2	6.7 7.0	1 55 a m 1 53	2.2 2.9
		8 20 a	6.7	2 28 a	2.3

HONGKONG REGISTER.

	Previous day at 4 p.m.	On date at 8 a.m.	On date at 2 p.m.
Barometer	29.85	29.89	29.88
Temperature	82	76	82
Humidity	79	96	77
Direction of Wind	ESE	ESE	E
Force	2	2	4
Weather	0	or	c
Rain	0.03	0.00	2.46

Highest open air Temperature on the 30th—86
Lowest open air Temperature on the 1st—75

T. F. CLAXTON, *Director.*

Hongkong Observatory, Oct. 1, 1919.

DEPARTURE OF COMMANDER W. BRIGGS, U.S. NAVY.

It is with not a little regret that we learn of the departure of Commander W. Briggs of the United States Navy from Hongkong. Commander Briggs, up to the time of his departure was in command of the U.S.S. "Helena" and was a most popular man. He was welcome in all circles in the Colony and not only here but also in the Coast Ports where he would go with his ship from time to time. He has been out East for the last three and a half years and now returns to the States via Manila where he will join his wife and daughter. Out of over 20 years in the American Navy the commander has been four times to the East. Though gone he will be remembered by all who knew him and the best wishes of many will go with him.

EXCITEMENT AT "KINGSCLERE."

"Shortly after dinner time last evening there was some excitement at "Kingsclere" owing to the presence of a thief in the servants' quarters. He was alone and fortunately was discovered ere he could do any harm. He bolted, was chased, and lost. A vigorous search failed to find him.

Messrs. Wiseman Ltd are carrying out the Catering for the Dinner at the University to-night. They are also supplying the Tea at the V.R.C. at the V.R.C. Sports on Saturday.

LIST OF PASSENGERS.

ARRIVED.

September 30.

Per s.s. *Khios*, for Hongkong: from London, Mrs. Brown and child, Mr J. Rodger, Miss V. Bloomfield, Mr. D. S. Morrison, Mrs. S. Highby, Mrs. F. W. Shaftain, Sir R. E. Stubbs, Capt. J. E. Warner, Capt. H. S. McGrath, Mrs. S. V. Masters: from Marseilles, Mr. E. H. Barlow, Mr. G. A. de Paravicini; from Bombay, Mr. M. H. Amor, Mr. J. M. Nicholas; from Colombo, Mr. P. G. Elliot; from Singapore, Dr. Stanton, Mr. W. W. Wright, Mr. and Mrs. Berger and child, Mr. K. Hiraga, Mr. D. da Roza, Mr. W. Adamson, Mr. E. W. Demmon, Mr. W. R. Brook, Mr. and Mrs. V. T. Kimpton, Mr. Mustaba Vin Osman, Mr. L. G. Joseph, Native Servant Bergers, Native Servant Brooks, Mak Chee Fang, Toon Sing Nam, Mr. W. M. Black. For Shanghai: from London, Mr. G. A. Falconer, Mr. C. T. Little, Mrs. A. Ronalson, Mr. and Mrs. Jones and infant, Mrs. Richardson, 2 children and amah, Mrs. A. Tuebben, Miss J. N. Batchan, Miss F. E. Reynolds; from Marseilles, Mr. and Mrs. A. L. Bartley; from Bombay, Mr. R. J. Anwyl, Mr. G. W. M. Snow, Mr. Columbine, Mr. S. J. Skoerhim, Mr. and Mrs. Robinson; from Singapore, Mr. H. Mark, Mrs. Mudes and family. For Yokohama: from London, Mr. Cane, Miss Hirschland, Mr. H.M. Craft: for Kobe: from Bombay, Mr. and Mrs. Gogate, Miss Gogate: from Singapore, Mr. T. Tatzuo: for Yokohama: from Port Said, Lt.-Col. H. Wallis; from Bombay, Mr. R. J. Seaborn; from Singapore, Miss M. G. Andersen: for Shanghai: from Bombay, Mr. and Mrs. Toeg and 2 children.

Per s.s. *Van Waerwijck*:—Mr. and Mrs. A. J. Dykstra, Mr. and Mrs. Blok, Mr. and Mrs. L. van Erpecum, Miss. and Miss Oly, Mr. and Mrs. de Blank, Miss E. Young, Mr. and Mrs. Bierman, Mr. L. A. Grubius, Mr. J. Harmsen, Mr. and Mrs. L. Suringa, Mr. and Mrs. Libourel, Miss A. Van Holst Pellekaan, Mr. Young, Mr. and Mrs. Ecklund, Mr. and Mrs. Boerma, Miss Boerma, Mr. Butter and Mr. and Mrs. V. Doornum.

VISITORS AT THE HOTELS.

PEAK HOTEL

30th September.

Mr F. R. J. Adams	Sir Ellis Kadoorie
Capt. Archer	Mr and Mrs R. Bewley
Mr H. P. Beckett	
Mr C. B. Bird	Mr W. A. Knight
Mr and Mrs D. K. Blair	Mr & Mrs C. Knox and maid
Major F. J. Bowen	Mr I. A. Laing
Mr and Mrs O. T. Breakspear	Mr & Mrs A. Lane
Mrs C. Bull	Mr J. D. Lloyd
Rev. R. A. Bundle, C.F.	Ms G. Marseille
Mr W. A. Butterfield	Mr and Mrs J. L. Martin
Mr A. Button	Mr & Mrs Melrose
Mrs Charlton	Mr J. Finlay Miller
Mrs Cheshire	Mr & Mrs W. J. Milne
Mr A. A. Claxton	Capt. Monteith
Mr P. H Cobb	Mr P. S. Newcombe
Lt.-Col. E. G. Coles	Capt. & Mrs Olliver
Mr R. C. Comrie	Mr Parsons
Mrs Cormack	Lt.-Col. & Mrs Thurs
Capt. & Mrs Davies	by Pelham
Mr L. J. Davies	Mr T. L. Perkins
Mr R. C. Dixson	Miss Phillips
Mr C. G. H. Druitt	Mr & Mrs J. Pilger
Mr and Mrs John Duncan	Miss Pitman
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Mr and Mrs O. Eager	Mr W. E. Roberts
Mrs Eaton	Major V. J. Scantlebury
Mr S. Evans, M.B.E.	Mr F. Shad
Mr & Mrs Y. Fasse	Mr A. Findlay-Smith
Rev. and Mrs W. T. Featherstone	Major Leslie Smith
	Mr I. Grant Smith
Mr J. Fletcher	Mrs & Miss Stubbings
Mr A. D. Galloway	Mrs Taylor
Mr F. Gibbins	Mr T. S. Twigg
Mr D. Hall	Maj.-Gen F. Ventris
Major D. L. Harding	Major Wakeman
Mrs and Miss Holworthy	Mr E. Walsh
	Rev. G. T. Waldegrave
Lt.-Col. J. Humphrey	
Mr H. du F. Hutchison	Mr T. B. Waterman
	Mrs A. Wilson
Mrs E. G. Jamieson	Mr P. D. Wilson
Mr R. W. Lee Jones	Mr F. Zwagers

NOTICES.

Arnhold Brothers & Co., Ltd.,

Import — Shipping — Export — Engineering

HEAD OFFICE:—SHANGHAI.
BRANCHES:—HANKOW, CHUNGKING, CHINKIANG, HONGKONG AND CANTON.
AGENCIES:—LONDON AND NEW YORK.

THE NEW EDUCATION.

ANATOLE FRANCE ON THE TEACHERS' TASK.

BANISHING LOVE OF WAR AND HATRED.

The Congress of the Trade Unions of French Elementary School Teachers, held at Tours, opened with an address by M. Anatole France on the reorganisation of elementary education.

M. France began by recalling that he had stood with Jaures by the side of the teachers in 1906 when they were beginning the struggle for the rightto form trade unions. Now that they had won that right it was for them to use the instrument that they had acquired, and he advised them in regard to the reorganisation of elementary education to count only on themselves. He made his own a declaration of M. Gray—one of the leading members of the union. "The war has sufficiently demonstrated that the popular education of to-morrow must be altogether different from that of former days."

It was, M. France said, with mingled feelings of anxiety and hope that he addressed them; for the future was in their hands, and in great measure it would be made by their intelligences and their pains.

CREATING A NEW HUMANITY.

What a task was theirs at this moment, when the old social systems were crumbling under the weight of errors, and victors and vanquished, exchanging looks of hatred, were falling into a common abyss of misery. In the social and moral disorder produced by the war and perpetuated by the peace which had followed it, they had everything to make and to remark. They must create a new humanity, awaken new intelligence, if they did not wish Europe to fall into imbecility and barbarism. People would say, M. France went on, that so much effort was useless, for man never changed. But man did change. He had changed since the cave epoch, sometimes for the better, sometimes for the worse. Man changed with his environment, and perhaps education transformed him even more than climate and nourishment. They must not allow to continue for a moment the education which had made possible, had promoted,—for it was much the same among all the peoples called civilised, —the appalling catastrophe in which they were still half-engulfed.

BANISHING LOVE OF WAR.

In the first place they must banish from the school everything that could make children like war and its crimes, and that alone would demand long and constant effort, unless indeed all the panoplies were in the near future, swept away by the blast of universal revolution.

In the French bourgeoisie great and small, and even in the proletariat, the destructive instincts with which the Germans had been justly reproached were sedulously cultivated. Only a few days before M. de la Fouchardiere had asked at a bookseller's for books suitable for a little girl, and had been offered nothing but accounts and pictures of slaughter, massacres, and exterminations. Next mid-Lent they would see in Paris, in the Champs-Elysees and on the boulevards, thousands and thousands of little boys dressed by their inept mothers as generals and field marshals. The kinema would show children the beauties of war and thus prepare them for the military career, and so long as there were soldiers there would be wars. The diplomatists of the Allies had allowed Germany still to have soldiers in order to be able to keep them themselves. Children were going to be brought up to be soldiers from the cradle.

It was for the teachers to break with these dangerous practices. They must make the children love peace and the works of peace. They must teach them to hate war. They must banish from their teaching everything that excited hatred of the foreigner, even of our enemies of yesterday. Not that one ought to be indulgent to crime and absolve all the guilty, but because every people, no matter what, at any time whatever, included more victims than criminals, because innocent generations must not be punished for the guilty, and above all because all the peoples had much to forgive one another.

M. France went on to recommend his hearers to read a recent book by M. Michel Corday, "Les Mains Propres," and quoted from it the sentence, "I hate him who debases man to the level of the beast by inciting him to attack anybody that does not resemble him." "From the bottom of my heart," said M. France, "I invoke the disappearance of that kind of person from the face of the earth. I hate nothing except hatred."

MAKING HATRED HATED.

The most necessary and most simple task of the teacher, he continued, was to make hatred hated. The state to which a devastating war had reduced France and the world imposed upon the teachers duties of exceptional complexity and difficulty. Without hope of obtaining help or support, or even consent, they had to change elementary education from top to bottom in order to train workers. There was no room in the society of to-day for any but workers, the others would be swept away by the hurricane. And they must train intelligent workers instructed in the crafts that they practised, knowing what were their duties to the national community and to the human community. "Burn," said Mr. France, "burn all the books that teach hatred! Extol labour and love. Train for us men capable of trampling under foot the vain splendours of barbaric glory and of resisting the sanguinary ambitions of the nationalisms and imperialisms that have annihilated their fathers.

LABOUR AND PEACE.

"No more industrial rivalries! No more wars! Only labour and Peace! Whether we like it or not, the time has come when we must either become citizens of the world or see the whole of civilisation perish." M. France suggested that there should be attached to the International of the workers a delegation of the teachers of all nations to formulate in common a universal system of instruction, and consider the means to be taken to implant in young minds the ideas from which would spring the peace of the world and the union of the peoples.

He concluded as follows:—"Reason, wisdom, intelligence, forces of the mind and heart, you that have always piously invoked, come to me, aid me, strengthen my feeble voice, carry it, if that be possible, to all the peoples of the world, and diffuse it everywhere where men of good-will are found, to listen to the beneficent truth! A new order of things is born! The powers of evil are dying poisoned by their crime. The covetous and the cruel, the devourers of the peoples are perishing of a surfeit of blood. Sorely smitten by the fault of their blind or villainous masters, mutilated, decimated, the proletariats yet stand erect. They are going to unite in order to form but a single universal proletariat, and we shall see the fulfilment of the great Socialist prophecy—"the union of the workers will bring peace to the world."

SHIPS IN HARBOUR.

List of vessels in port this morning.

British:—	*Japanese*:—
Mentor	Tsuyama Maru
Choysang	Genyei Maru
Wasun	Urusan Maru
Kwongsang	Unnan Maru
Sinkiang	Chicago Maru
Khiva	Bujun Maru
Hopsang	Tenyo Maru
Patriot	Soshu Maru
Taksang	Amakusa Maru
Haimun	Hoten Maru
Phranang	Masayoshu Maru
Chipshing	
Loongsang	*Chinese*:—
Telemachus	
Cornelia	Yuet Shang
Haitan	Ah Pit Tai
Ixion	Kam Ying Fat
Empress of Asia	Winghoilee
Hyrcania	Chongva
Thongwa	Kwangtah
Glenfalloch	Yangtzeklang
Brisbane	Chik Shang
Jason	
Laisang	*Dutch*:—
American:—	Van Waerwijck
	Limburg
Tancerville	Ajax
French:—	Tjilatjap
	Tjisondari
Paul Lecat	Tjiliboet
	Tjitaroem
Portuguese:—	
Suntak	
Nam Wan	

POST OFFICE.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless Telegraphy by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No unofficial letter addressed to Abadan, Ahwaz or Mohammorah in the Persian Gulf may exceed eight ounces in weight.

The insured letter and insured parcel services between Egypt (or in transit through Egypt) and Cyprus are temporarily suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

Until further notice parcels for civil addresses in the provinces of Unine, Vicenza, Trevise Padua, Venice and Belluno in Italy will not be accepted for transmission unless posted under the British War Office Permit.

The Parcel Post Services to British East Africa and Egypt (except for members of the Expeditionary Forces) and to Abyssinia, Bagdad, Frithrea, French Somali Coast, Italian Somaliland, Portuguese East Africa, Zanzibar and Russia have been suspended.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

INWARD MAILS.

THURSDAY, October 2.
Japan—Per ATSUTA MARU.
Japan—Per TSUYAMA MARU.
Straits—Per HOSEI MARU.
Shanghai—Per YINGCHOW.
Shanghai—Per PORTHOS.
Manila—Per ARCHER.

FRIDAY, October 3.
Shanghai—Per SHANTUNG.

OUTWARD MAILS.

THURSDAY, October 2.
Macao—Per SUI TAI, 8.30 a.m.
Saigon, Straits and Bangkok—Per UNNAN MARU, 9 a.m.
San Francisco—Per SATANTA, 8 a.m.
Shanghai, North China and Japan via Kobe—Per YOKOHAMA MARU, 10 a.m.
Japan via Nagasaki, Canada, United States, Central and South America and EUROPE via VANCOUVER, B.C.—Per EMPRESS OF ASIA. Registration 9.45 a.m. Letters 10.30 a.m.
Fort Bayard—Per WA SUN, 1 p.m.
Macao—Per CHUEN CHOW, 4.30 p.m.
Haiphong, Tourane, Saigon, Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES—Per PORTHOS. Registration 3.45 p.m. Letters 4.30 p.m.
Shanghai and North China—Per CHOYSANG, 5 p.m.
Weihaiwei, Chefoo and Tientsin—Per CHIPSHING, 5 p.m.
Hoihow and Haiphong—Per TAKSANG, 5 p.m.

FRIDAY, October 3.
Macao—Per SUI AN, 8.30 a.m.
Philippine Islands, Formosa via Keelung, Japan via Moji, Canada, United States, Central and South America and EUROPE via VICTORIA, B.C.—Per CHICAGO MARU. Registration 9.15 a.m. Letters 10.00 a.m.
Japan via Nagasaki, Honolulu, Canada, United States, Central and South America and EUROPE via SAN FRANCISCO—Per TENYO MARU. Registration 9.45 a.m. Letters 10.30 a.m.
Java via Batavia—Per TJISONDARI, Noon.
Swatow, Amoy and Foochow—Per QUINNEBAUG, Noon.
Philippine Islands—Per LOONGSANG, 2 p.m.
Amoy—Per VAN WAERWIJCK, 2 p.m.
Macao—Per CHUEN CHOW, 4.30 p.m.
Japan via Kobe, Canada, United States, Central and South America and EUROPE via VICTORIA, B.C. —Per IXION, 5 p.m.

SATURDAY, October 4.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES—Per ATSUTA MARU. Registration 9.45 a.m. Letters 10.30 a.m.
Straits, Bangkok and Calcutta—Per THONGWA. Noon.
Macao—Per SUI TAI, 1.30 p.m.
Shanghai and North China—Per YINGCHOW, 3 p.m.
Macao—Per CHUEN CHOW, 4.30 p.m.

SUNDAY, October 5.
Macao—Per SUI AN, 8.30 a.m.
Swatow, Amoy and Formosa via Keelung —Per KAIJO MARU, 9 a.m.

TUESDAY, October 7.
Swatow and Bangkok—Per KANCHOW, 9 a.m.
Hoihow, Pakhoi and Haiphong—Per KAIFONG, 9 a.m.
Shanghai and North China—Per SHANTUNG, 11 a.m.
Swatow, Amoy and Foochow—Per HAIHONG, 1 p.m.

FRIDAY, October 10.
Swatow, Amoy and Foochow—Per HAITAN, 1 p.m.

TUESDAY, October 14.
Shanghai, North China and Japan via Nagasaki, Canada, United States, Central and South America and EUROPE via VICTORIA, B.C.—Per KATORI MARU. Registration 8.45 a.m. Letters 9.30 a.m.

FRIDAY, October 17.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES—Per SHIDZUOKA MARU. Registration 9.45 a.m. Letters 10.30 a.m.

ENTERTAINMENTS.

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TO-DAY'S MATINEE:
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FROM "EMPRESS OF ASIA" IN ATTENDANCE.

MOVEMENTS OF STEAMERS.

The P. M. S. S. Co.'s s.s. *Archer* sailed from Manila on Sunday night and that will arrive at this Port on Thursday October 2nd.

The N.Y.K. s.s. *Atsuta Maru* (European Line) left Shanghai for this port on 30th Sept., and is expected here on the 3rd Oct.

The N.Y.K. s.s. *Katori Maru* (American Line) left Shanghai for this port on the 30th Sept., and is expected here on the 3rd Oct.

The N.Y.K. s.s. *Nagato Maru* (New York Line) left Singapore for this port via Manila on the 30th Sept., and is expected here on the 11th Oct.

The N.Y.K. s.s. *Totomi Maru* (Bombay Line) left Bombay for this port via Singapore on the 28th Sept., and is expected here on the 17th Oct.

The N.Y.K. s.s. *Toan Maru* (Calcutta Line) left Calcutta for for this port via Singapore on the 29th Sept., and is expected here on the 20th Oct.

—:o:—

Latest Advices.

The N.Y.K. s.s. *Tsuyama Maru* (European Line) left Shanghai for this port on the 27th Sept., and is expected here on the 1st Oct.

The N.Y.K. s.s. *Tsuruga Maru* (Calcutta Line) left Moji for this port on the 28th September, and is expected here on the 3rd October.

The N.Y.K. s.s. *Yokohama Maru* (European Line) left Singapore for this port on the 26th September, and is expected here on the 1st October.

The N.Y.K. s.s. *Aki Maru* (Australian Line) left Sydney for this port on the 28th September, and is expected here on the 17th October.

The N.Y.K. s.s. *Shingo Maru* (Bombay Line) left Bombay for this port via Singapore on the 24th September, and is expected here on the 14th October.

The American & Manchurian Line s.s. *City of Florence* is due to arrive here about 5th October.

The American & Manchurian Line s.s. *City of Newcastle* is due to arrive here about 10th November.

The American & Oriental Line s.s. *Minerie* is due to arrive here about 5th October.

The N.Y.K. s.s. *Tenshin Maru* (Bombay Line) left Singapore for this port on the 24th Sept., and is expected here on the 1st Oct.

The N.Y.K. s.s. *Hosei Maru* (Bombay Line) left Bombay for this port on the 9th Sept., and is expected here on the 2nd October.

The C.P.O.S. Co's S.S. *Methven* arrived Yokohama, and left there Sept. 20, and is due at Vancouver on Oct. 6.

The Admiral Line's s.s. *Olen* will arrive at Hongkong about October 10 from Seattle via usual Japan ports and Shanghai.

The C.P.O.S. Co's R.M.S. *Monteagle* left Vancouver for Hongkong via Japan ports and Shanghai, on Sept. 17, and is due here on or about Oct. 13.

The N.Y.K. s.s. *Tamba Maru* (European Line) left London for this port via Suez Canal on the 9th Sept., and is expected here on the 18th Oct.

ARRIVALS.

October 1.

YINGCHOW, Brit, 1,216 tons, from Swatow, Capt. E.B. Simons, B. & S., C19.

GENYEI MARU, Jap., 1,164 tons, from Miike, Capt. S. Toge, M.B.K., B32.

KWONG SANG, Brit., 1,428 tons, from Canton, Capt. Woodgett, J. M. & Co., B30.

SINKIANG, Brit., 1,616 tons, from Canton, Capt. G.W. Eedy, B. & S., B5.

QUINNEBAUG, Amer., 987 tons, from Swatow, Capt. J. Medina, D.L. & Co., Douglas Wharf.

HONG WAN, Brit., 2,060 tons, from Singapore, Capt. H. P. Robinson, Sing Soon Hong, No. 7 Buoy.

TSUYAMA MARU, Jap., 4,295 tons, from Shanghai, Capt. O. Sakamoto, N. Y. K., A25.

SATANTA, Brit., 3,354 tons, from Tourane, Capt. P. W. Trott, S. C. Co., of N. Y. Lai Chi Kok.

KAIJO MARU, Jap., 1,126 tons, from Swatow, Capt. Kimra, O. S. K., Wharf.

CLEARANCES.

October 1.

KHIVA, Brit., 4 p.m., for Yokohama via Shanghai, M. M. & Co.

MENTOR, Brit., 5 p.m., for Shanghai, B. & S.

PHRANANG, Brit., 12 30 for Hongay, Kwong Mui Sing.

YING CHOW, Brit., Midnight, for Canton, B. & S.

TJIBADJEM, Dutch, 4 p.m., for Batavia via Banka, J. C. J. L.

TIJILANJAP, Dutch, 3 p.m., for Sourabaya via Balikpapan, J. C. J. L.

TSUYAMA MARU, Jap., 5 p.m., for Liverpool via Singapore, N. Y. K.

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